



Australian Model Railway Association

JOURNAL

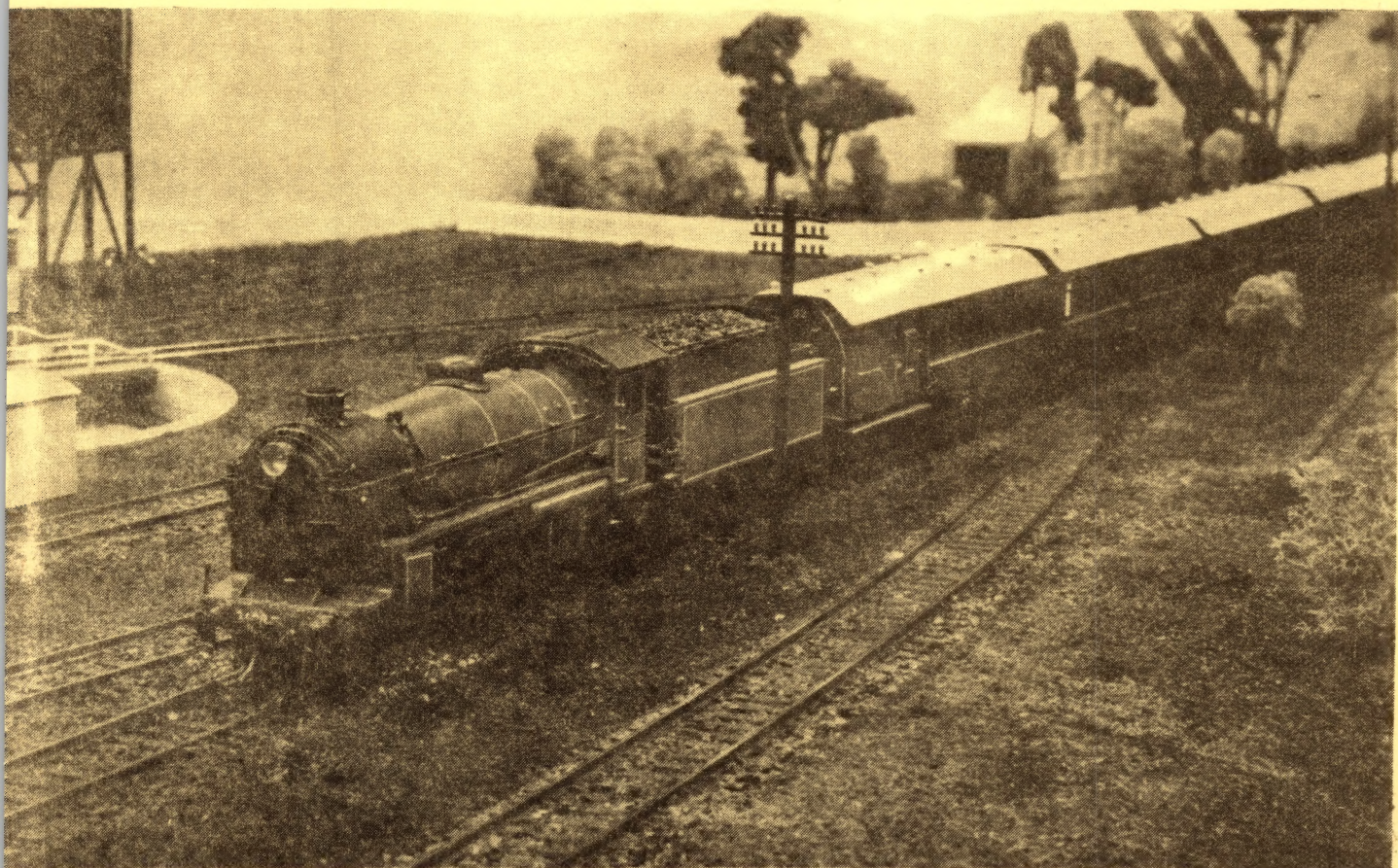
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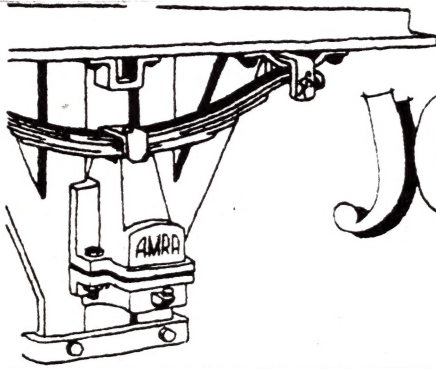
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MODEL RAILWAY EQUIPMENT FOR ALL AGES





Editorial JOURNAL BOX

EDITORIAL

Well, here we are in our Bicentennial year. Strangely, to me at least, living in a land that has been settled by Europeans for 200 years, makes little or no difference. I wonder how many of us will be directly involved in parts of the Bicentennial celebrations?

I noted that the New Zealand Model Railway Association is having another convention in Christchurch over Easter 1988. I know of a couple of people from Melbourne who will be attending as part of a longer holiday. From the photos in AMRM, and the NZMRC Journal, there are many excellent modellers in the Shaky Isles. The photos of New Zealand Railways Models show first class modelling in Sn3½ and other gauges, including NZ120. I only wish I could be there to see some of them in the flesh.

From the letter I received, it appears that at least one person reads these Editorials - even if he did not agree to everything said or implied in the last Journal.

I am starting a new column for those who would like to pass on information on modelling to others, but who do not wish to sit down and write a full article. It is very similar to the old 'Hints and Tips' column, but with a different name. Who knows, someone else might be able to contribute a paragraph or two.

Rex Little
Editor

ON THE COVER

This is a scene on Gresham, an HO layout set in western New South Wales. A 36 Class loco approaches the station with a set of R cars.

Photo by Jack Parker

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FROM THE PRESIDENT

PRESIDENT'S ANNUAL REPORT : 1987

The year under review has been one of cautious optimism as detailed in this report. However, it does not mean that the Federal COM or State Branches can afford to rest on their laurels, but must continue to service members to the best of their ability.

During the year, Harry Gibson and Phillip Lee offered to assist with the preparation of the Members' File sheets, and the opportunity was taken to co-opt them on to the Federal COM. It is also very pleasing to note that members from other States have volunteered their services to assist in keeping this project moving. Phillip Lee has accepted the added responsibility of co-ordinating the activities of all concerned in the project, as well as preparing the sheets for publication. He is hopeful of information sheets for the file being included in each issue of Journal. When any request for information is made, it is requested that members not be backward in coming forward if able to assist in any way.

As the 'Bicentennial' year is virtually upon us, the decision was made to make a special award of Honorary Life membership to one member from each State, who, in the opinion of the Federal COM, has exerted all possible effort to promote the benefits of AMRA and their State Branch, the following being nominated:

New South Wales - Graham Lamour

Victoria - John Harry

Western Australia - Ted Thoday

Queensland - Regrettably, to date, the member nominated has declined for personal reasons. This Award will therefore be held in abeyance.

Once again, Roger Lloyd, Rex Little and the 'Vicprint' team deserve the highest commendation for their efforts with the production and presentation of Journal, and, at the same time, keeping costs at a static level, which is reflected in the balance sheet.

The membership for this period totalled 870, an increase of 58 over the previous year, and one up on our previous best. It is to be hoped that this increase in membership can be maintained and perhaps see our numbers increase to 900 or more.

Belated recognition is due to Brian Tyson, Federal Vice-President, for making his time available to record and update the membership list on his computer, and the preparation of Journal address labels every second month, which has resulted in greatly reduced workloads and costs.

Phil Kelly, who has carried out the duties of Federal Secretary, has been forced to withdraw his services, and deserves a sincere vote of thanks for the dedicated attention to his tasks.

Norm Read has devoted his untiring attention to the task of Federal Registrar, promptly servicing new members and renewals as they are received, ensuring his records are up to date at all times and branches being advised of additions, alterations, etc.

The annual balance sheet, as presented by Ken Edwards, shows the COM funds to be healthy, despite cost increases which seem to occur with monotonous regularity. Ken has carried out the duties of Federal Treasurer in a very commendable way, being able to answer any queries raised without any hesitation.

Please do not misconstrue the above as mere 'back slapping'; these members have given freely of their time and energy and merit these plaudits.

On behalf of the Federal COM, I feel that comment must be made on a paragraph in the Western

Australian Branch 'Branchline' appearing in Journal 180, which, in part, reads: "Just a bit less than two years after the WA Branch management committee was told by the Federal Committee of Management of the Association that COM approval of the Branch's desire to obtain the projection was 'not on', is in no way correct. When this matter was originally raised with the COM, it was requested that more information be provided, which, in turn, was completely ignored by the WA Branch. By highlighting this matter, it is not my intention to cause dissension, but rather, hopefully, to ensure that matters are reported in a correct and proper manner."

Following the move to my current address, my health has shown a marked improvement, and I have been approached by several members to reconsider my decision not to offer myself for re-election, and have therefore nominated for a further term of office.

To the members of the incumbent COM, thank you for your loyalty and support which, as always, made my position that much easier.

I would also like to take this opportunity of wishing all members and their families a very happy and successful 1988.

Good modelling.

Keith J Wilcox

SECRETARY'S DESK

Or, for the last time from me -

HEY YOU - READ THIS, OR ELSE.....

It is indeed unfortunate that I have to sign off as I started three years ago - read that which is printed for your edification.

The 1987/88 Federal COM nomination form/membership renewal form is a case in point. The two forms were issued as a single sheet insert in Journal, with a line clearly printed down the centre of the sheet labelled 'Detach'.

Of the abysmally small number of nominations returned (total of ten - TEN), all but one were mailed to the Registrar along with the renewal form, despite being clearly marked 'will be received by the Secretary, etc, etc.'.

Update on Incorporation

Yes, the Federal COM has advised the State Branches to consider Incorporation - no, the Federal body will not seek Incorporation.

Only in the last few years have the States of Queensland, New South Wales and Victoria introduced legislation to cover the incorporation of non-business groups under what is loosely known as 'Clubs and Associations Incorporation' Acts. This legislation has apparently been in place for many years in Western Australia. Prior to the introduction of these 'Clubs and Associations Incorporation' Acts, the only method of Incorporation available was under 'Companies' Legislation.

Incorporation under the 'Companies' legislation is much more expensive initially, has greater repetitive costs, and large lumps of annual paperwork and reporting which must be carried out, i.e. costs and workload for officers of the 'Incorporated Company' are much greater than those involved in 'Clubs and Associations Incorporation'.

The 'Company Name' and the State in which the 'Company' is incorporated must be printed on all papers, letterheads, etc, produced by a company which is incorporated under 'Companies' legislation. This is a requirement under Federal Law. This is NOT required under 'Clubs and Associations' legislation.

'Clubs and Associations' legislation, whilst being almost uniform across the country, is not recognised outside the State of Incorporation.

'Companies' legislation allows a company incorporated in State X to be legally recognised as a 'Foreign Company' in State Y.

Latest messages down the Grapevine indicate that Queensland and New South Wales Branches are examining Incorporation under 'Clubs and Associations' legislation, while Victorian Branch is looking at Incorporation under 'Companies' legislation on the grounds that there are, as yet, no precedents set under the 'Clubs and Associations' legislation.

Once More Unto The Printing Presses

In Journal 181, Managing Editor Roger Lloyd took the Federal COM to task for not supplying the necessities to allow Journal to be type set 'more professionally'.

Roger has raised this point previously and has been answered previously. The Federal COM does not have the money to buy this equipment. The Federal COM exists to MANAGE the Association. It would be a totally commercially unacceptable decision to outlay somewhere in the minimum region of \$15 000 for equipment which would be used six times per year.

As memory serves me, the Federal COM did not go to Victorian Branch asking that they print Journal. Victorian Branch approached the Federal COM with the proposal that they would purchase the printing equipment, and to pay \$150 plus X cents per sheet per issue. Federal COM accepted this offer. Victorian Branch do have use of this equipment for their own printing needs.

Further, as a non-incorporated body, the Federal COM is most unlikely to find an institution willing to make a loan to cover purchase of the desired equipment.

For those who wonder, prior to VicPrint taking over production of Journal, Journal was several times printed under deficit conditions, such deficit being covered personally by various committee members.

Federal Committee - 1988

Nominations were accepted by the Annual General Meeting on 13 November 1987, and the COM for 1988 will be as follows:

President	K Wilcox
Vice-President	B Tyson
Secretary	H Gibson
Treasurer	K Edwards
Registrar	N Read
PRO/Committeeman	C Steele
Members File Co-ordinator	P Lee
(Co-opted to COM)	

Yours truly is retiring to NSW Branch banner swinging, plus, hopefully, I'll get around to a few articles promised to Rex Little some time back.

No need to cast around for a motto this year, just a little plagiarism -

'Make AMRA Great In '88
Come on, Give us a Hand'

Regards to all.

Phil Kelly

FROM THE MANAGING EDITOR

Success attracts successful people. Because the Australian Model Railway Magazine is doing such a good job for the hobby in Australia, it attracts the leading modellers to contribute, thereby further enhancing its position.

In recent correspondence, a contributor to Journal told me he was advised by friends to contribute to AMRM and not to Journal. The reasons he gave for not accepting the advice of his friends were that AMRM took too long to print articles and that Journal is a reliable way to have material published to a pretty wide audience, and to bring members back to the Association.

While I have the highest regard for AMRM, I must agree with my correspondent that Journal has a place. Sure, you will not receive the kudos that a similar article in AMRM would receive, but there is still satisfaction in seeing your own contribution in print. With Journal, your article will normally be published in the next issue; we do a minimum of editorial amending and we will accept photographs of a lower standard than AMRM (I know it shows sometimes!).

So why not give writing an article for Journal a go? Even if you are not an expert on scratch-building, there are many other subjects available. An example is 'Allo! 'Allo! by Ern Raddatz in this issue. Or why not review a local exhibition or discuss aspects of timetable operation. Remember, you don't have to be an expert modeller to write articles for Journal.

Journal is not trying to compete with AMRM, but is here to serve the members of the Association. So you budding writers, let's create in '88!

Roger Lloyd

'ALLO! 'ALLO!

by Ern Raddatz

WANDIN

North east of Melbourne is the town of Wandin which is situated on a now closed railway. What intrigues me is that one of the streets bears the name 'Rue de la Gare'. The question is how did it get that name rather than Station Street which is what it means in Australian. The street on the other side of what was once the railway carries the more prosaic title of Railway Parade. But how did the French name get there, does anyone know?

OZ EXPORT

Who are they? The March '87 issue of Loco Revue deals with the Nurnberg and Paris Toy Fairs and among the mentions is this: OZ-FLOCK-FIDES (AUSTRALIE) flocages et ballast (notamment type RhB pour HOM). Now FIDES is a Swiss firm, but who are OZ-FLOCK? It appears that someone is doing the right thing for Australia's export trade, but I am curious as to who they are; it might be that we should help them by using their products on our layouts should they be of suitable quality.

THE LAST FERRY?

Last April 1st at 2.30 pm at Dunkirk there occurred what has been called an historic occasion. This was the launching of the channel ferry 'Nord - Pas-de-Calais' described as being the last such vessel to be built for the French section of Sealink, the joint British Rail-SNCF cross channel service. The French are still firmly convinced that the Eurotunnel will be built, and for this reason see no further need for more ferries to be constructed and so the above vessel, a replacement for the 'Saint Germain' (built 1951) and the 'Saint Eloi' (built 1974), is the 325th and last to come from the yards of the builder, Normed of Dunkirk. Even though it is expected to be obsolete by the end of the century, new docks

have been built at Dunkirk and Dover (Western Docks) to handle the vessel.

FOG IN CHANNEL, EUROPE ISOLATED

So read the newspaper headline in Edwardian England. The tragic loss of life a few months ago in the cross channel ferry disaster has once more brought to the forefront the need for an alternative way of crossing that dangerous stretch of water. A couple of years ago moves were made to provide this much needed alternative crossing when the French and British governments agreed in principle upon the construction of a railway tunnel connecting England and France. The major proviso was that the Eurotunnel (as it came to be known on the Continent) was to be built using private funds and government finance was not be involved.

The legislation to construct the tunnel rapidly passed through the French parliament and contracts were called to build the French end of the works. The SNCF has worked out timetables for the London-Paris express trains, including TGVs of the TGV Nord network, and large scale models of the car and lorry carrying rail wagons have been placed on display in Paris.

But, unfortunately, the British legislation was stalled in the House of Commons and has only recently passed through the British Houses of Parliament. It was held up by both the environment lobby, who were up in arms about approach roads and rail tunnels being built in and through the precious White Cliffs, and the powerful road users lobby, who were pressing for a road tunnel or bridge instead of the rail tunnel, even though the British/French enquiry into the project feasibility had already decided that a rail only tunnel would be the best way of doing the thing. This lobby has not yet conceded defeat and are still pressing for the tunnel to be road only, even though work on the tunnel has already begun in Calais where by last March a 55 metre diameter, 15 metre deep hole had been dug at Sangatte as part of the approaches to the tunnel. This depth is to be increased to 45 metres and by this time should be approaching this depth. When the actual tunnelling begins, it is expected to advance at the rate of 600 metres a month towards England. But as 'La Vie du Rail' put it in the course of an article on the work 'on the other side of the strait the attraction for the construction is very timid'.

WHY 'EUROPEAN' RAILWAYS?

Actually there are no such things as typical European railways, but this misnomer has been used for so long to describe the (mostly) German scene I doubt if it will ever be corrected. Geographically, Europe stretches from the west of Ireland to the ural mountains and the railways of each country are as diverse as the people themselves. To describe the railways of one country as being typical of the lot is to say British railways are typical of the Greek railways.

I suppose the reason why the German railways are looked upon in Australia as being typical of Europe is because of the amount of German railway models available here.

One may be able to speak of an individual American railway as being typical of the North American scene. There every thing is standardised and, except for size, there is no difference between the Union Pacific and the Crab Cove Short Line, but there is no way one can say the same thing for the railways of Europe.

MODELLING SOCIETIES

Those interested in modelling the railways of various European countries are recommended to gather as much material as possible about their particular system. As in these days of the low value dollar (or Pacific Peso as I have heard it called), it is not possible for use to make as many trips to Europe as we would like to gather first hand material, the joining of a society for the modellers of that railway is almost a necessity. There are three or four societies based in England that are useful for the English speaking modeller. For the French modeller, there is, of course, the SNCF Society and similar societies for German (including Austrian) railways, for Swiss railways, a recently formed Italian Railway society and there is even one in the process of forming for Russian railways. If any member is interested in learning the addresses for these clubs, I would suggest they refer to the March/April Continental Modeller in which this information may be found, except for the Italian Railway Society. Contact information about this Society may be obtained from any of the following:

Jimmy James
12 North Park
FAKENHAM NORFOLK ENGLAND

Alan Kapellar
31 Bowridge Gardens
BOTTESFORD NOTTINGHAM NG13 OAZ ENGLAND

Roger Whiffin
3 Penfold Close
KINGSTHORPE NORTHAMPTON NN2 8AP ENGLAND

The first three societies all have Australian members, while the other two are too new to have expanded this far as yet.

A knowledge of the language of the particular country is not required as a pre-requisite for membership in these societies, as all correspondence is conducted in English and I know a large number of SNCF Society members cannot speak or read French as an article translation service is in the process of being started.

However, the best source of information, other than a visit to the particular country, is through the magazines and papers of that country. As only an ability to read is required, and this standard can be achieved quite rapidly, unless a special script is involved. In my case, if I was required to give a word for word translation of an article that appeared in a French railway magazine, I would fail miserably, but I can get a reasonably complete gist of what is written without much recourse to a dictionary and my standard is improving as the months go by.

When I got interest in modelling the French railways, I felt I needed to be able to buy most of my requirements by mail order from French dealers, but I was held up by not being able to write in French. Then I came across a most useful publication called 'A Crash Course in French Correspondence'. With the help of this book and French grammar, I constructed two form letters, one for purchasing and the other for making enquiries. No doubt that when these letters are received, they cause the readers to fall about with laughter, but I haven't missed yet in getting what I wanted.

As far as speaking the language, any similarity between my French and how it is actually spoken is quite coincidental. As it is unlikely I will be visiting that country for many years to come, the inability to speak the tongue is no handicap.

But if anyone wishes to learn to speak German, French, Italian, Greek or Spanish, courses are available from the Councils of Adult Education in the various States and the Latrobe University for one has summer and evening crash courses in most of these languages. As well, the Technical Extension Service of the Western Australian Department of Education TAFE has external and correspondence courses in the above and other languages which are available to students in other states as well as those in that State.

FRET 160

High speed on the SNCF is not confined to the TGV services. A new high speed (160 kmh) freight service was opened on 1 June last with a nightly return service between Lille and Marseille with a stop at Avignon passenger station to attach or detach a section. Travel time is 10 h 13 m northbound and 9 h 34 m southbound, and when necessary, the 800 tonne train takes priority over passenger services. Bogie covered vans and container flats painted bright emerald green (white roofs on the vans) wearing a FRET SNCF logo and with improved suspension, braking and bogie side control are the stock in use. Probably Lima and/or Roco will bring out models of these wagons.

NO TIMETABLES

In June the SNCF became possibly the first

railway in the world to remove its passenger timetables from over the counter public sale. Pleading that some 40% of the timetables published remain unsold and have to be pulped and that the Town to Town timetable still sold in station offices and the free local timetable leaflets available at the stations serve the public quite adequately, the full timetable must be ordered in advance of its publication from an office in Paris.

BRITISH COACHES

A batch of Mark III sleepers has been hired by the Danish Railways from British Railways to be used on the TEN services. Painted midnight blue overall with red doors, they have their TEN markings applied in Ostend. Now all one has to do is to find some of the Lima or Jouef HO scale British coaches for repainting. Any one know the whereabouts of such vehicles?

CORAIL

The new Lima HO Corail coaches have been praised in the French press (Loco Revue called them 'Three Beautiful Pearls') as the first accurate ready to run models of the VTU (open, centre aisle) series. Three versions are available: A10, B11 and Bar. In fact, comparing the HO scale and model dimensions in the Loco Revue test, all measurements were spot on. Good one, Lima.

FINANCIAL STATEMENT

AUSTRALIAN MODEL RAILWAY ASSOCIATION

FEDERAL COMMITTEE OF MANAGEMENT

STATEMENT OF RECEIPTS AND EXPENDITURE

FOR THE YEAR ENDED 30 JUNE 1987

RECEIPTS

Funds at 1 July 1986		
Cheque account	2,318.38	
Advertising account	324.07	
Publishing account	247.33	
Investment account	2,842.95	
Petty cash on hand	67.32	5,800.05
Joining fees		872.00
Donations		131.40
Journal advertising		645.58
Interest received		368.15
Sale of guides		131.50
Membership renewals		6,238.00
Competition trophies		72.00
Sale of magazines		10.00
Insurance recovery		202.72
New membership subscriptions		970.00

\$ 15,441.40

EXPENDITURE

Printing of Journal	3,591.20
Postage of Journal	1,214.13
Journal expenses	483.95
Stationery	251.34
General postage	788.73
Trophies	16.00
Bank charges & duties	33.60
Freight	25.80
Badges	1,537.04
Duty stamps	26.00
General expenses	32.45
Photocopies	40.60
Insurance	201.81

Funds at 30 June 1987

Cheque account	2,315.89
Advertising account	480.64
Publishing account	263.14
Investment account	4,104.21
	7,163.88
Petty cash on hand	34.87

7,198.75

\$ 15,441.40

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that, in my opinion, the above statement is a true and fair record of receipts and expenditure during the year ended 30 June 1987 and of cash funds on hand at that date.

Dated this 10th day of July 1987.


R W GORRELL - F C A

EUGOWRA SIGNAL BOX

1920 STANDARD PRE-CAST CONCRETE BOX

by Glenn Watson

Introduction

By 1920 the heady days of new branchlines pioneering the countryside of New South Wales were subsiding. The beautiful wooden railway architecture required continual maintenance. Running railways was always an expensive business and the NSWGR eagerly sought ways to economise. One answer was the pre-cast concrete method of building construction, which proved much less expensive to erect and remove than brick structures. Thus the last traces of Victorian picturesque were replaced by a rugged austerity more suited to the harsh extremes of Australian climate.

Construction

The earliest pre-cast concrete signal boxes appeared in 1919, designed by the Signal Branch. Eugowra signal box, built in 1922, is typical of this standard. Panels of concrete 15" high were slotted between vertical H beams of concrete approximately 6" wide. These pre-cast panels had a number of lengths and were used to construct an entire range of station buildings. In the early 1920s a lower, 'rusticated' panels of about 12" in height appeared and was used from that time on.

Wood was still used for the doors, windows, and the framework of the roof. Fibro was used for the gable (the triangular area under the roof ridges at either end) and this was framed in wood. The roof, guttering and downpipes were of galvanised iron. The building was ventilated by small slits above window level on each wall of the building. The windowless doors were secured by an ordinary barrel bolt with a padlock. The floor was wooden, and the door had an exterior wooden threshold. Note that the wooden fascia boards extended beyond the roof and the guttering. The corrugated iron sheets extended the entire pitch of the roof on either side, i.e. there is no horizontal overlapping of iron sheets on the roof.

On the windowless wall of the signal box, next to the water tank,

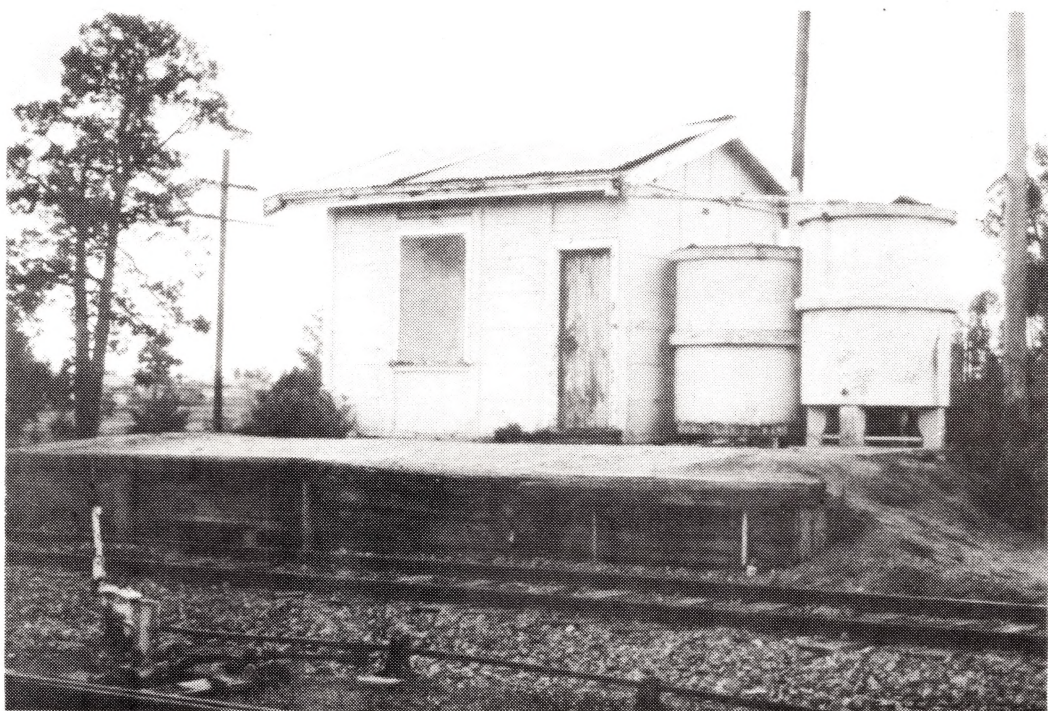
is a length of wood with hooks regularly spaced along it. These are thought to have been for hanging fire buckets, which could be filled from the tap on the front of the tank in event of fire.

Paint Scheme

The concept of the concrete and fibro construction allowed the bulk of the exterior of the building to be left unpainted, with only the wooden surfaces requiring maintenance. But the naked look of the concrete, especially when erected next to an existing painted building, must have been too much for the tastes of the time, for eventually many signal boxes were painted.



Eugowra signal box erected 1922
Photographed by James McInerney, 2 July 1986



Goolgowi signal box
Photographed by James McInerney, 3 July 1986

Painting of the corrugated iron roofs was not common until recent years, because painting would nullify the anti-rust agent in the galvanise.

In the century before the 1960s, the standard paint scheme for all NSWGR buildings was an unvarying combination of 'stone' colours. For all paint schemes before 1930, an excellent reference is the 'Heritage Colours for old Australian buildings' paint chart by Pascol Paints. This should be available from any store selling Pascol. Ring and ask first. This illustrates the 'dark stone' shade of chocolate brown, the 'medium stone' of dark tan and 'light stone'. I think that the railways used a light stone halfway between the one on the chart and 'ivory'. Use these samples when buying the Humbrol or whatever you use to paint your model.

A major obstacle is the total lack of any colour photos earlier than the 1950s, and very few black and white pictures. There appears to have been some variations in the combination of stone colours. The official Railway specifications are vague and appear to contradict our interpretations of the black and white tones in the photos. An educated guess would be as follows:

Unpainted Scheme (1920-1950s)

Unpainted: Fibro gables and concrete walls. These should make for nice weathering: no excuse.

Dark stone: Door surrounds, guttering and downpipes, window surrounds and sill.

Medium stone: Doors, fascia boards, wooden verticals on gable area.

White or light stone?: Window frame and glazing bars (fine pane lines on the window area).

Painted Scheme (1920-1950s)

Dark stone: Door surrounds, guttering and downpipes, window surrounds and sill.

Medium stone: Exterior concrete walls, doors.

Light stone: Fibro areas on gable, inside walls.

White or light stone?: Window frames and glazing bars.

Green and Cream Scheme (1950s-1960s)

There is no evidence known to the author of any pre-cast concrete building ever being painted in this scheme. The wooden station building at Crookwell is a nice example, with its cream exterior walls, white mouldings, green doors and guttering and wine-red roof.

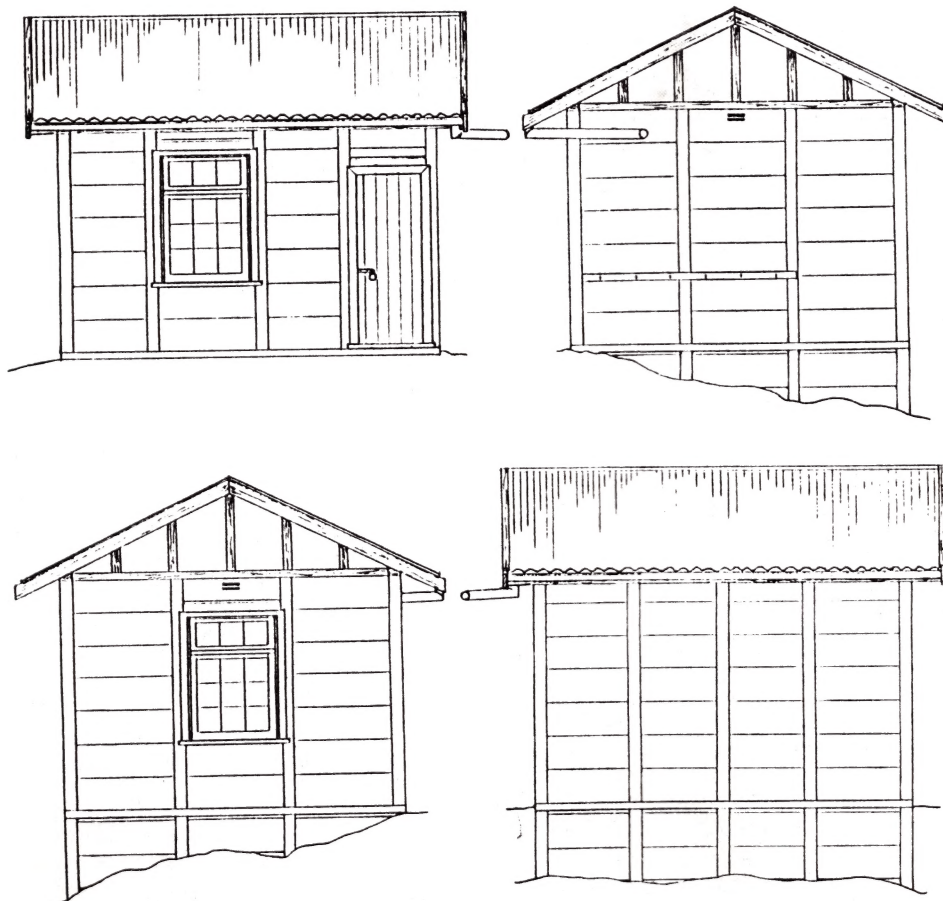
Pastel Green Scheme (1960s)

The building's outside walls were painted a pleasant light green and all the trimmings were white, along with door and window surrounds. The door was painted a nice leaf green which weathered with time. The guttering and downpipes were either leaf green or a dark green.

Pastel Blue Scheme (1960s-1970s)

A blue version of the green scheme. White trimmings and surrounds, a very pastel blue or white on the walls, and a mid to dark blue door. Roofs were still usually left unpainted, but they could be bright red. Guttering was either blue like the door or a mid brown.

As we draw closer to the present, the uniformity in schemes disappears. Even goods sheds of corrugated iron began to be painted the same colours as the station buildings, such as those



at Merriwa and Guyra. All you have to do for a building of today is to find one precedent for a scheme and you're all set! Typical of the 1980s appears to be a light yellow building with apricot doors and pale chocolate brown roof. Maybe the next step will be Candy Scheme.....

The Plans and Photos

The elevations of Eugowra signalbox on these pages were made from photos and extensive measurements of the building itself.

For the plans of the standard concrete tanks, see the article on the Standard Glb Goods Shed in the October 1987 issue of AMRM. The downpipes went into a small hump formation in the centre of the concrete lid of the tank. A typical tank is well illustrated in the photo of Goolgowi signal box on these pages. The framework linking each of the four legs of the tank with its neighbours forms a square of 1" iron L girder. At the front of the tank is a small faucet. Just undercutting

the top rim of the tank can be seen the overflow outlet.

The photos shown here were taken by James McInerney in July 1986. Since then, Eugowra station building and the water tanks have been demolished. Now the signal box bears lonely witness to the former glory of Eugowra in the heydays of steam hauled passenger and wheat services.

Credits

Thanks go to James McInerney for the photos and much assistance with the colour schemes - where would everyone be without James? Also, thanks to Bob Taaffe for supplying information on the paint schemes according to official documents; Neil Watson for technical assistance. References are the Heritage Colours chart by Pascol; Ronald Preston's great book 'Standards in Steam - The 30 Class': see pages 135, 137, 147 and 148 for examples of the stone scheme in black and white.

HINTS AND TIPS

A RECIPE FOR GUM TREES

Ingredients:

Electric cable
Polyfilla
Floor stain
Old scouring pads, industrial quality
Ground foam rubber
Aquadhere

Method:

Cut pieces of electric conductor to choice; strip off insulation. The internal conductor is usually seven strands of copper wire.

For an average tree, take two pieces about 8" long, twist them together in the middle. Unravel one piece towards one end and plait or twist the strands around the other. At the end, separate all strands for about an inch; twist these ends together in twos and threes to form roots.

Above the first twist, leave the two halves for about an inch, then down into smaller sizes, with a twist to each division, to single strands, so forming the system of branches.

Place a small amount of solder where divisions occur to prevent unravelling.

Make up some polyfilla to a runny cream consistency, and pour over the wire skeleton until enough adheres. With the roots spread out, the plaster covered frame can be stood up to dry.

After about 24 hours, the tree can be stained. A tin of floor stain that has been standing for a long time will have all the solid matter at the bottom. A couple of thimblefuls of the top liquid will be enough to colour several trees. The thin brown liquid, applied with a pencil brush, gives a lifelike tint to the polyfilla. Do not apply extravagantly; enough is enough. Stand to dry again.

While that's going on, take a piece of the scourer pad and tease it out well into smallish portions. Stick these on the ends of the branches. Spray with a diluted aquadhere and sprinkle with ground foam of appropriate colour. Repeat until sufficient foam has stuck to satisfy, again allowing time to dry in between additions.

Similar procedures can be used to make all sorts of other trees. Small bushy trees would have a smaller frame, with more cover. Spreading

trees like some poinciannas, for instance, would have the frame made with a shorter trunk and more widely separated limbs. Flowering trees would have the final sprinkling of the cover of the colour of the blooms, not forgetting a similar sprinkle on the ground below when set into the scenery.

Speaking of ground, if the scenery is made of polyfilla, then fixing trees is no problem, but once down, they are permanent. For them to be removable, some form of peg-hole arrangement, or similar, would have to be incorporated, probably best when forming the trunk initially.

A RECIPE FOR WEATHERBOARD SIDING

Ingredients:

Manilla card
Plain paper
Aquadhere
Couple of sheets of stiff card
Pencil brush

Method:

Rule one of the sheets of paper with parallel lines as far apart as required for six scale inches. Repeat with other sheets, or, if access to a photo copier is available, duplicate as needed.

Cut the manilla card into strips twice the width of the distance between the ruled lines on the paper, preferably with a guillotine for accuracy.

Make a 50/50 mixture of water and aquadhere, and, using the brush, stick one strip of manilla onto the paper at one edge. Using the parallel lines as a guide, stick further strips onto the first so that each overlaps by half its width. Continue the process to make sheets as large as required.

Place the assemblies between the stiff cards; place under weights to ensure that they dry flat.

The resultant representation of weatherboard can be cut easily with the regular modelling knives, etc. It does need some stiffening in larger pieces. It takes the various modelling paints and finishes quite well.

A RECIPE FOR SOWING TALL GRASS OR REEDS

Ingredients:

A few feet of old sisal rope
Kero
Metho
Green endorsing ink
Aquadhere
A couple of cleaned out margarine tubs

Method:

Unravel the rope into strands, but not down into fibres. Cut into lengths of about 4" or 10 cm long. Old rope will be dirty. If it is just plain dirt, put some metho into one of the tubs. If it is greasy, use kero. Slop the cut strands around in the liquid until most of the dirt is removed, but not all. Spread the strands out to dry.

The second tub has a solution of the ink in metho made up. For every tablespoon of metho, add one small drop of ink and thoroughly mix. Soak the cut strands in the solution, but only for a short while. Drain off and spread out to dry on paper towel to avoid coloured drips. Use tweezers when drying since endorsing ink isn't easy to get off the skin of fingers.

The yellowish tinge of the old sisal is desirable when making reeds and tall grass, since the real thing has a golden/brownish tinge, increasing

with age. Leaving a trace of dirt in the fibres enhances this, especially as it usually turns out to be a patchy remainder due to the twisting. If the resultant colour of the dyed, dried fibres isn't dark enough, put them through again. If too dark, try with a weaker solution. Dead dry grass is best simulated without any dye at all.

The dyed strands are cut to lengths as required. Untwist the fibres without letting them separate completely. Dip the end onto some neat aquadhere on a saucer and prod that end down into the scenery where required. When dried, it is quite firmly anchored, and since aquadhere dries colourless, it will not be noticed. When planting along a watercourse or other places where rich growth would be found, the length should be varied.

Although the fibres still have a little twist in their short lengths, this isn't noticed when they are stuck down in the scenery.

*** **

New sisal is not really suitable for the purpose as it is almost white. After dying, the colour of the fibres appears almost blue and certainly not natural. Of various other fibres, most are not suitable for various reasons. Hemp and jute, of the naturals, are on the fine side and not stiff enough at the end of the process. The modern synthetics do not take dye well and aquadhere does not have the grip on them to keep them firmly anchored.

Big Jim

#####

THE "RIP" TRACK

American slang for 'repair' track and repository for obsolete and/or unwanted 'junk'. Ever heard derogatory comments by the 'nits' when caps for aerosol cans are used for tanks, etc, on displays? Don't knock it, see if you can find other uses as well.

If you use needle point bearings (Athearn, MDC, etc) and believe in very minute (small) lubrication -

- 1 get an aerosol cap (Preen, etc) which has a 'dimple' impressed on top;
 - 2 place one or two drops of lubricant in the 'dimple';
 - 3 remove axle and wheel set from vehicle;
 - 4 dip pointed ends in lubricant;
 - 5 replace wheel set;
- This avoids over-oiling.

Maybe, like myself, you have browsed through the toy counter at chain stores, hoping to find vehicles, etc, suitable for your scale. Broaden your outlook, for, if some are too toy-like or in a different scale, you may still be able to use certain moulded features like ladders, louvres, windows, crane jibs, operator's cabs for kit bashing.

Consider, also, products in household use, especially 'disposables'. Can various lids, caps, etc, be used when painted to represent products from engineering works?

Take, for example, an empty Johnson's baby powder container. Every size is useful. Use the side of a teaspoon to lever off the partly portable cap. This, obviously, can be painted (orange primer?) and several used as gondola or flat car loads. However, take a razor saw and cut off the neck of the container and paint the intricate shape; each size has a different configuration. If a 'nit' visits your layout and says "what's that?", just reply "fancy you pretending you don't know", change the subject and make a mental note not to invite him again!

For those working in TTn3 $\frac{1}{2}$, the curved edges of Cottees 'Ice Magic' containers are about the right profile for passenger car roofs (Queensland Sunlander style 3'6" gauge on N gauge track).

Some plastic drinking straws have a flexible (corrugated) end. These can be used for saw dust extraction pipes at saw mills, or loading spouts for covered hoppers, etc.

Now, if I can just calculate the scale to build the rest of the figure, I should be able to use the top of a Protector spray can as a helmet for Darth Vader! Hmmm.....

Nev Mann

STATE



NEWS



FROM THE PRESIDENT

I am sure all members of AMRA join with me in congratulating Graham Larmour on receiving an Honourary Life Membership in recognition of his service to the Association over a period of many years. The award was made by the Federal President, Keith Wilcox, at the Federal AGM held at Rockdale on Friday 13 November 1987.

It is with pleasure that I presented Bert Hetherington with his Meritorious Award at our Christmas Dinner on 5 December. Although a confirmed 'O gauger', Bert has spent much time working on the new HO layout, and he has among other things made the frames and mounted the various railway prints that now decorate the Clubrooms. Once again, congratulations Bert.

Work is again under way on the new HO Club layout. As at the time of writing this, the temporary baseboard connecting the two sections of the old layout has been removed and nearly all the track on the lower level has been laid, while the upper level baseboard along the western wall is nearing completion.

When we join AMRA we all receive a badge, but it is very seldom that they are worn. Our hobby is a very satisfying interest and can be enjoyed from childhood to old age. It requires a passable knowledge of many crafts, from woodwork and metalwork to scene painting and electronics. A good layout can be a three dimensional art form. Surely a simple but effective way of promoting interest in our hobby and our Association would be to wear our AMRA badges.

AMRA decals featuring the wheel and rail and the Association's name, suitable for displaying on your car window are available from the Clubrooms for 50¢, and are approximately 75 mm x 50 mm. The wearing of our badges and the display of car badges could be a very effective and inexpensive advertising campaign for our Association.

The Annual General Meeting of the NSW Branch will be held at Rockdale on Saturday 20 February 1988. This will be shortly after you receive this copy of Smoke Signals. Please come and participate in this meeting. Remember, this is your opportunity to ask questions and express your views on the management and operation of your Clubrooms. The election of office bearers for the year 1988 will also take place.

N SCALE REPORT

While the layout looks almost the same on top as two months ago, under the layout much progress has been made. Glenn Killham, Dave and Neil have been wiring up point motors and connecting blocks and the control panels are ready for connection to the leads from the layout itself.

The quality of the work in this project is highlighted by Dave's beautiful control panels. Now resplendent with toggles, LEDs and colour coded track diagram, these panels are easy to work on, easy to follow and are a pleasure just to look at.

Since late 1986, a core of about five members have been working consistently on Stage 1 on this layout. Everyone is pleased with the progress and with the atmosphere of the work nights themselves. Members from other scales who have assisted in many ways deserve thanks for diverting their time and skill from their own projects. Hopefully this will be repaid upon completion of the layout, in terms of increased patronage of the Clubrooms, and more enjoyable meetings.

In 1991.

Glenn Watson

PROGRAM

MARCH 1988

- 5 Sat Layout operation
- 11 Fri Members' Video Night
- 12 Sat Auction
- 25 Fri Layout operation

APRIL

- 2 Sat Easter - no meeting
- 8 Fri Slide Night - show and tell your favourite slide
- 16 Sat Layout operation

NOTE: Operation of models is not permitted during programmed activities, but may be sanctioned by the COM after the end of such activities - time permitting.

Meeting at Clubrooms, Chapel Lane, Rockdale, are held on the 1st and 3rd Saturdays, and 2nd and 4th Fridays of each month.

Meetings, unless otherwise specified, are as follows:

Fridays 7.30 - 11 pm

Saturdays 2 - 5 pm

AMRA (NSW) Clubrooms telephone number is 59 1899.

MEMBERS' VIDEO NIGHT

Bring along your favourite railway tapes on Friday 11 March. Both Beta and VHS can be played on our whizz-bang set up at the NSW Clubrooms. The Branch also has a selection of its own tapes, so a good night is guaranteed.

AUCTION

The next auction is on Saturday 12 March. Any item that may be of interest to model railway

enthusiasts will be on offer. The rules still apply that goods are to be presented for cataloguing by 2 pm.

SLIDE NIGHT

Slides are a good way to share your knowledge of the prototype with other members. These nights are always patronised by people eager for information and Friday 8 April should be no exception. You are also invited to bring along your favourite slide - one that could deal with any interesting facet of any railway - be it locos, buildings, rolling stock, or people. This should be interesting as AMRA offers quite a diversity of specialists within its membership.

NEPEAN SUB-BRANCH NEWS : PROGRAM

JANUARY 1988

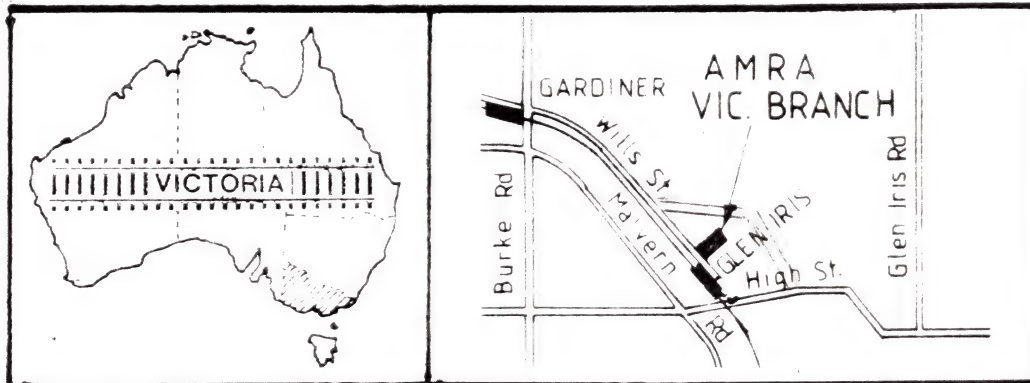
In recess

FEBRUARY

- 13 Sat First meeting for 1988
27 Sat Annual General Meeting and election of office bearers for 1988

The above meetings will be held at the St Marys' Arts and Crafts Centre, Mamre Road, St Marys. Meetings commence at 7 pm. All members welcome.

E Bourne
Honorary Secretary



THE PRESIDENT'S PIECE

It's not often that one makes a mistake and is later happy to admit it. Such is the case with my comment in the last Journal on the matter of an increase in the duty on overseas models, etc. As the result of successful lobbying in the model trade, the duty on overseas model railway equipment will stay at the present rate of 2%. Great news if you model Pennsylvania, bad luck if you model New South Wales.

Please keep in mind our Invitation Day on Sunday 21 February, all kindred clubs and groups have been invited to attend. For those of you who are occasional visitors will be able to see the work that has gone into the main layout. As with last year, it will be a time to meet people with similar interests and observe a variety of trains operating on the layouts. Don't forget, bring you own meat for the BBQ; the rest will be provided by us. It's also BYO trains.

Our main layout has progressed to the stage where no further major works need to be contemplated; however, there is still quite an area that needs to be landscaped. Also, for those interested in N gauge, there is a section available, either as standard or HOn2½. From December 1987 to March 1988, most activity will be directed towards the Kyneton layout so as to be operational for the Camberwell Exhibition. While the layout may not be totally finished by then, it will certainly convey the atmosphere of the station.

For those who have not yet made a commitment for Camberwell, please do. We need people to assist with several tasks over the long weekend. The more people we have available each day, the better it will be for all concerned. This is one way you can make a major contribution to the Association and the hobby, even if you can only spare one or two days, it all helps.

As we are now some weeks into 1988, perhaps it's time to reflect on your New Year's Resolutions. I hope you did make some! Tsk, tsk, if you didn't. I made a few, some connected with model railways, some not. I'll let you

know later in the year how successful I was in keeping them.

Don't forget the Working Bee on 14 February; we need the place looking presentable for the Invitation Day on 21 February. While on the subject of working bees, I would like to thank 'the few' who turn up every three months to help maintain the building in various ways. As an example, the work done on the roof will hopefully give us several more years before we have to face the prospect of replacing it. Conservative estimates put the cost of renewal for a roof the size of our building at \$20 000 (today's prices). Something for a future Committee of Management to ponder on.

Before I finish this piece, I would like to thank Graham and Jill Stockfield for their considerable efforts in organising the Observation Run on 13 December. The weather was perfect, and the route took us by devious means through the eastern suburbs of Melbourne until we finally arrived at Yarra Glen railway station where we had a BBQ lunch. Yours truly ended up with the booby prize (a length of rusty rail), while the winners were the dynamic duo of Graham Nitz and Robert Bogie. They shared a gold painted dogspike and a bottle of champers. We might have to consider handicapping them in the future.

Not much happening in the world of real railways, although I note that Westrail are currently working on integration with Australian National. Three options are being looked at:

- 1 Integration of all Westrail operation with AN.
- 2 As above, but excluding metropolitan rail operations.
- 3 Integration of only the intersystem freight and passenger operations.

With all this going on, one wonders on the future of V/Line as an independent system. It is already well and truly separated away from the metropolitan rail operation in Victoria. In fact, officially MetRail no longer exists. It is now simply to be called the rail division of the Metropolitan Transit Authority, or The Met.

Geoff Brown

GENERAL NEWS

November meeting syllabus item was a showing of a selection of slides of USA railways by Peter Vincent. Eight years of American railways through a tele-lens. A fascinating journey over much that no longer exists. Our thanks for a view of history preserved.

Competition Results

Photographic - Diesel/Loco on Shed

Slide - Stuart Westerman 95 points

Modelling - Open Categories - no entry

Kyneton layout has progressed to the scenicizing stage; all trackwork is down, so now it is time for the tree makers, landformers, painters, etc, to show their wares.

A vote of thanks was proposed by Stuart Westerman to Jack Treseder and Bob Dunn for the permanent installation of the video system. Carried by acclamation.

December meeting, traditionally, has no syllabus item, instead, all bring a contribution for the supper table, and instead of one jaw-wagger entertaining us, we all participate in the jaw-wagging.

Competition Results

Photographic - Railway Bridge

Slide - Stuart Westerman Trestle bridge,

Puffing Billy line, Belgrave

90 points

Modelling - Australian Produced Kit

John McClure - RMX2045 ANR Flat Wagon

- Other Kit

Peter England - 009 Festiniog Double Fairlie
93 points

Another December tradition is the presentation of the Federal Meritorious Award and the President's Award for the year.

Meritorious Award - Graham Nitz

President's Award - Ron Thomas

Graham Nitz announced his intention to set up a Register of Rolling Stock Markings so that there is a record of members' private identification marks available. If anyone who uses such marks registers them with Graham, it should avoid confusion and anyone wishing to use a new mark should consult the register to check that such a mark is not already in use.

We had a visit from the whole South Australian membership of AMRA in the person of Barney Brownbill at the meeting. Welcome, Barney.

And a missed opportunity to record a happy event in the last Journal has to be corrected. Congratulations to Jan and Rob Dall on the birth of a son, Simon, on 18 September 1987.

DRYSDALE TO QUEENSCLIFF TRAIN TRIP

25 OCTOBER 1987

A bright sunny day in Melbourne. Into the car, down the highway to Geelong, along the Portarlington Road past the Cheetham Saltworks, across the old Geelong-Queenscliff line and on to Drysdale. Looking for the station on the wrong side of the road so did an involuntary tour of the town first. Arrived at the car park eventually to find Jack T rounding up the sheep (and goats!). No train in the station so had time to look at the bits and pieces, have a natter with the troops and get into position to inspect the train when it arrived.

And arrive it did - five coaches double-headed with steam and diesel. There were enough of

us to fill two of them, ex TGR day coaches. Must have been quite elegant in their heyday. Good wide windows to see the scenery, plenty of leg-room and some quite splendid panelling. I'm no connoisseur of seating, but my good lady didn't complain so it couldn't have been too bad!

Off we went, with a stop at Laker's Siding and arrived at Queenscliff in about 45 minutes. We decanted from the train, I turned around about three times and in that time the platform had cleared and the only ones I saw from that time until we returned to the station for the return journey were Blair and Stuart Westerman, John Harry and Peter Pay scrambling around the locos and rolling stock at the Queenscliff workshop. Even they had disappeared by the time we had sampled the market around the station.

So, off to the park for our picnic lunch and a tour round the town looking up the historic buildings. I heard, from the chatter on the train on the return trip, that everyone managed to get themselves fed, some with more difficulty than others, but everyone will have their own story.

So, back to Drysdale. Jack was really pleased with the turnout - about 80 people. The people were pleased with the trip - at least this one was - and I didn't hear any complaints, so I think I'm right. Say hooroo, into the car and back up the highway. No need to check the right way home.

Thanks, Jack, for setting up the outing. Hope the next one is just as successful, whoever organises it!

Ron Thomas

PROGRAMFEBRUARY

7	Sun	Timetable Operation - Club (Aust) equipment - 1.30 pm
11	Thur	General Meeting - Mystery Night Model - Open Photo - Multiple Locomotives (coupled)
14	Sun	Working Bee - Clubrooms open from 8.30 am
21	Sun	Open Day - Invitation Day for other clubs - 11 am
28	Sun	Running Day - your equipment - 1.30 pm

MARCH

6	Sun	Timetable Operation - Club (USA) equipment - 1.30 pm
10	Thur	Setting Up Exhibition - Camberwell Civic Centre
11	Fri) Exhibition at Camberwell Civic
12	Sat) Centre
13	Sun) Name on roster or pay entry fee
14	Mon)

LIBRARY NOTES

Here is at last a partial answer to the question of what Cyril Freezer has been doing since he left the editor's chair of Railway Modeller. He has been writing Model Railways on a Budget (Patrick Stephens, 1987). A paper-back, it goes through the elements of the hobby, showing where money can be saved and where it would be false economy. Good, simple illustrations, or at least the line drawings are, giving useful information well; the half-tones suffer from the cheap paper and many are there just to fill out the pages. Still, a very handy book for one starting out, or expanding a layout, though perhaps a little out of touch. He really doesn't deal with rolling stock except in a last, brief chapter, including the suggestion, 'in the initial stages, whilst

you are constructing the layout, you need one item of motive power for test purposes. A single maximum length coach is needed for clearance tests, and an array of odd wagons are handy...'. Somehow I doubt that many of us work so logically. A long chapter is devoted to hand-laying of track and of points. Yes, it saves money; it just scares me witless, and could well have put me off the hobby.

These are quibbles. I recommend the book highly for anyone setting out to create a layout.

Several small books donated by a member. Rail Museums in New Zealand by T A McGavin and D L A Turner is worth a look by anyone heading across there. There is a surprising number of rail museums, and each one is given a quite full description, and usually two coloured photographs. Dated 1980, but then museums are reasonably timeless.

Project Completed was published to mark the commissioning of the Forrestfield hump marshalling yard, the final contract in the extension of the standard gauge line between Kwinana and Kalgoorlie. Westrail Achievements was published - well, to commemorate Westrail. Both good, if uninspired official PR efforts.

Robert Sampson's Rails Round Adelaide (Mile End Railway Museum), is a collection of black and white photographs of a railway scene that had already nearly passed in 1978 when it was published. Good, evocative shots, well produced.

Peter Cuffley has written widely on historical matters, and has lived in the Dandenongs so a book on Puffing Billy by him should be worth seeing. That Little Train in fact is a delight. His publishers (Five Mile Press) have done him proud. The story is told from the first enquiries that led to the building of the line up to its closure, and a brief chapter on its resurrection. It is interestingly told, with masses of pictures, contemporary and present-day, in a well-designed volume with, as a final touch, a dust jacket painting of the train in question at Gembrook early in the century; the painting by Cuffley himself. I hope that this issue comes out by Christmas. There'll be many happy rail-buffs if it's well enough advertised.

Two picture books with text have been picked up by a member in the local supermarkets, both well worth looking at for the illustrations themselves, and (considering the price) really quite interesting text. Supertrains by Aaron E Klein interprets the title pretty loosely, and tells the story of the Pullman enterprise, The Orient Express, and onwards then to the well-known names, Flying Scotchman, Superchief, Rheingold, Blue Train, even the Indian Pacific, and, of course, to the Japanese Shinkansen and to the possibilities (since then much more likely) of trains driven by linear motors.

The Colour World of Trains, by John Westwood, is much more diverse, with information about any area in the world that might have provided good pictures. And the pictures are good; a sprinkling from the line drawing era of journalism, but most from the period of the colour camera, from all across the world. Good fun.

My last book this issue (just received) is something else again. J Y Harvey's The Never-Never Line (Hyland House) has been long a-coming, but it's well worth the wait. Harvey has researched, written about, probably dreamed about the Northern Australian Railway for 40 years and from all of that has come a weighty (but far from stodgy) history of that strange little line, built from the sweat and blood of unnumbered Chinese labourers, 500 km of it south from Darwin to end in a swamp, part of a grand promise that's been

broken (how many times?) and always, well almost always run in makeshift fashion, often without experienced management, equally often without trackworthy rolling stock, and subject to floods, fire and devastating air raids.

It's a well-produced book of over 243 closely-printed pages, plus 120 or so more of appendices, well and intelligently illustrated. The bits I've had a chance to read, read well. I'm looking forward to reading it through.

Happy New Reading Year.

Brian Southwell
Librarian

OBITUARY

It is with deep regret that we have to advise of the passing of one of our life members, Faith Dean, (wife of Co-Founder Ernie Dean) on Friday, 1st January 1988, after a long and courageous fight.

Faith was involved in the early years of A.M.R.A., and for some years assisted with the catering for the Victorian Branch's annual exhibition at the Camberwell Civic Centre. She will be sorely missed by all who knew her.

RULES FOR THE CONDUCT OF AND JUDGING OF MODELLING COMPETITIONS

There have been some questions asked recently about the rules and judging of modelling competitions, so, for the information of potential modelers, and judges, they are reproduced here.

A GENERAL INFORMATION

- 1 In all modelling competitions conducted under these rules, the judges' decision shall be final and there shall be no appeal from such decision.
- 2 Only models which are the product of and property of the builder will be considered by the judges.
- 3 Reasonable protection and security will be provided for entries in any modelling competitions conducted in accordance with these rules; however, the AMRA Victorian Branch accepts no liability or responsibility in relation to the loss or damage to entries in such modelling competitions.
- 4 There shall be no restriction on the number of models which may be entered in any section of a modelling competition conducted under these rules.
- 5 Each entry must be accompanied by an official entry form, properly completed and signed by the entrant or his authorised representative.
- 6 If in any section of any modelling competition conducted under these rules there is only one entry, that entry may receive an Award provided that, in the opinion of the judges, the entry is deserving of an Award. However, if in the opinion of the judges the standard of the models entered in any section does not warrant the issue of an Award for that section, the judges are not required to issue an Award in that section.
- 7 Models which are awarded first place in an

Open Modelling Competition shall not be accepted as entries in any other modelling competition conducted under these rules. Models which are awarded first place in any other modelling competition shall be accepted as entries in the Open Modelling Competition. For the purpose of this clause, the 'Open Modelling Competition' shall be the competition conducted by the AMRA Victorian Branch in conjunction with its Annual Exhibition or such other competition as the Committee of Management of the Victorian Branch shall from time to time nominate as the Open Modelling Competition.

B SECTIONS FOR COMPETITION

1 Motive Power All types of locomotives, including any self propelled rail vehicles.

2 Passenger Equipment All types of passenger revenue equipment, excluding self propelled rail vehicles, but including sleepers, diners, observation cars, combines, baggage vans and any other equipment which would normally form part of the consist of a passenger train.

3 Freight Cars All types of freight revenue equipment, including cabooses, guards vans, brake vans, etc.

4 Maintenance of Way All types of road and rail vehicles which are used to maintain, repair or construct the permanent way.

5 Permanent Way All types of trackwork, signals, buffer stops, bridges, tunnels, etc, but excluding any buildings or other structures.

6 Structures All types of buildings - line-side, residential, commercial or industrial - would also include other structures such as stock-yards, mine head works, container cranes, etc, which would not qualify for inclusion elsewhere. Entries in this section will be considered purely on the basis of the structure and not on any supplemental scenery.

7 Display or Diorama A model or group of models associated with railways, including supplemental scenery not pertinent to the functioning of the model or primary structure.

C JUDGING

1 The maximum possible score for an entry in any section is 100 points. These points are awarded in classifications as follows:

Construction	0 - 35 points
Detail	0 - 20 points
Finish and Lettering	0 - 20 points
Scratchbuilding	0 - 25 points

2 Construction In allotting points in this classification, judges shall have regard to the apparent quality of workmanship of the builder. Proper handling of materials, applied labour, skill and craftsmanship as demonstrated by the construction are considered.

3 Detail This classification is concerned solely with the quantity and not the quality of pertinent detail added to the model. The amount of subordinate parts added as well as the complexity of the model is considered.

4 Finish and Lettering This classification relates to the general appearance of the model and to the proper application of finish and lettering (when lettering is a necessary part of the model) as reflected by surface treatment to achieve a specific effect through the proper use of materials. Painting, weathering and special effects are considered finishes. Lettering, either by decal or by hand, is considered for the job done.

The quality of commercial decals or pre-lettered parts is not the responsibility of the model builder.

5 Scratchbuilding This classification deals with all parts of the model which have been fabricated by the builder. Preformed wood, plastic and metal are considered basic material for scratchbuilding. The following notes shall serve as guidelines in the judging of this classification, they do not represent a definition or description of a type of model. The fabrication of any excepted item of the builder may warrant the awarding of points above the group norm.

a Locomotives

Group 1 Completely scratchbuilt - everything scratchbuilt, excepting motor, gears, drivers, wheels, couplers, trucks and headlight bulb.

20 - 25 points

Group 2 Mostly scratchbuilt - everything scratchbuilt, excepting Group 1 above, and locomotive and tender frames, pilot, smoke box front, main and side rods and cylinder block.

11 - 19 points

Group 3 Partly scratchbuilt - everything scratchbuilt, excepting Groups 1 and 2 above, and valve gear and commercial parts such as domes, stack, pumps, marker lights, brake rigging, etc.

0 - 10 points

b Cars - Passenger or Freight

Group 1 Everything scratchbuilt, excepting trucks, couplers, brake wheel and housing.

16 - 25 points

Group 2 Everything scratchbuilt, excepting Group 1 above and seats, brake cylinder-reservoir-triple valve, ventilators, door latches, diaphragms, ladders and plastic or metal window sash, end platforms and steps.

0 - 15 points

c Structures and Dioramas/Display

Group 1 Completely scratchbuilt, excepting metal, wood and plastic sheet and shapes and light bulbs.

16 - 25 points

Group 2 Everything scratchbuilt, excepting Group 1, and metal and plastic doors and windows, interior fittings, figures and animals, earth and foliage materials.

0 - 15 points

6 The judges shall complete a score sheet or sheets for each section of the competition and such score sheets shall be made available on request to entrants for perusal. It is the responsibility of the competition organiser to refer the score sheets to the Branch Secretary at the completion of the competition.

D SCORING

To facilitate multiple judging of entries, deduction of 5 points from the total possible score may be done on an exception basis as follows:

2 Construction 0-35 points

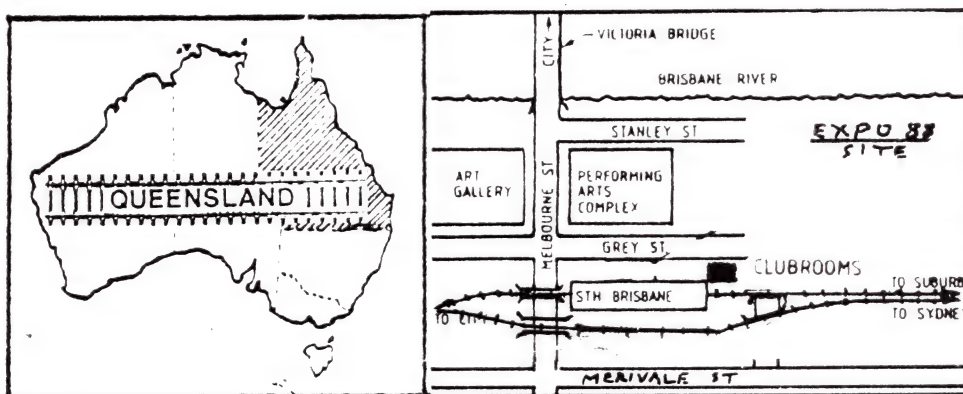
- A Model not square
- B File or sanding marks
- C Excessive glue or solder
- D Lack of adhesion evident
- E Visible joins in material
- F Bowing of material (except weathering)
- G Poor representation of subject

3 Detail 0-20 points

- A Obvious lack of essential detail

- B Incorrect positioning of detail parts
 C Detail parts not square to model
 D Lack of complexity (simplicity of model)
- 4 Finish and Lettering 0-20 points
- A Uneven paint surface
 B Detail hidden by paint or lettering
 C Lack of lettering (when lettering is a necessary part)
 D Lettering not square to model
- 5 Scratchbuilding 0-25 points
- a Locomotives
- A Main superstructure
 B Frame, cylinder block, side rods/valve gear
 C Couplers, driving wheels or trucks
 D Domes, pumps and other detail parts

- E Brake cylinders, shoes and rigging, etc.
- b Cars - Passenger or Freight
- A Main superstructure
 B End platforms, diaphragms, ladders or steps
 C Couplers, trucks
 D Ventilators, windows, doors, seats and other detail parts
 E Brake cylinders, shoes and rigging, etc.
- c Structures or Dioramas/Display
- A Main superstructure
 B Exterior details - windows, doors, steps, etc
 C Interior details - furniture, machinery, stairs, etc
 D Operating accessories
 E Foliage, rock castings, fences, figures, etc



PRESIDENT'S PIECE.

I sincerely hope you all had a happy Christmas and that Santa brought you all those little bits and pieces that helps to make a model railway just that little bit better.

The time leading up to the May Model Railway Show will be a busy time for the Branch as we have a number of schemes we would like to see completed before the Show. The first one is the rebuilding of the counter area of the canteen, the aim which is to do away with the small caravan that we have used in the previous years, therefore allowing for easier access to the hot food area. The second project is the rebuilding of the Valhalla Layout. Here there is quite a bit of work to do on this little layout. As you are probably aware, we will be running a competition for the best layout at the May Show, to be judged by the public, and as an encouragement to the public to participate, the Valhalla will be offered as a prize. I would like as many of you as possible to take an active part in both of these projects.

I am sure that the time you will spend in the clubrooms will be quite enjoyable.

Finally I would like to say a few words about the design of the new layout. The Layout Committee received very few submissions of the questionnaire from the members, and even I am guilty of not submitting anything. But it is not too late, if you have an idea or some suggestion. Just get in touch with one of the Committee members and pass on the idea, preferably in writing. After all it is no use grumbling after the plan has been finalised about some feature that has been left out and that you feel should of been included, so now is the time to talk to them. I hope we can have all the details finalised by May and construction start straight after the show is over.

Until next time, Best wishes and good modelling,

Bob Mawson.

CLUBROOM ACTIVITIES.

The Annual General Meeting of the Queensland Branch was held on Thursday night, the twenty second of October and resulted in our four executive officers being re-elected unopposed, (shades of the ballot practices of some countries) and we are looking forward to another year full of interest. All of our officers have proved to be popular figures, dedicated to the cause and most of all very competent in their tasks, and so we can confidently expect another successful year.

Of course, as is widely known, the Queensland Branch is now in its new home, with a layout room of about nine hundred and ninety square feet, about ninety eight square metres or it hectarial equivalent. The layout planning committee is tasked with designing a layout to make best use of the available space and one which will interest the majority of, and preferably every individual member.

Considering the diversity and the wide spectrum of different interest of different members, this is no mean task.

The new layout will be something of a Bi-Centennial Layout too, with untold thousands of people streaming past our very front door on their way to and from Expo 88, the desire to include a sample of every different interest of every different member has just got to be resisted. These interest include not only every guage and scale in the AMRA Standards but every guage and scale in every other association's standards, and as well, a few guage/scale relationships certainly not included above. It would seem that, such is the contrariness of human nature, even in as well an ordered association as ours, there are some who are scanning the lists of recognised scales and guages looking for some previously unused combination which they can choose and commence modelling in.

Did you know that the relatively new scale "Z" has a track guage of Six millimeters? In Seven Millimeter Scale that works out to be a track guage of .875 feet or about 10½ inches. The certainty of the march of time will find someone wanting the

branch to include his scale and guage on the layout, and not coming to meetings unless at least a small branch is included. Trying to please every one will end up with the club having a layout in many colours, like the Biblical Jacob's Coat.

It will have a bit of everything and it will be a cohesive nothing. Even with this wisdom evident to all, the number of scales and guages could only be whittled down to the Eternal Triangle of HO/Sn3½, HOOn3½, and N, with the first ones having a common track guage of 16.5mm. The difficulty of mixing the smallest of these with the others has been solved by separation of the N and HOOn3½ from the others and allocation of a smaller, although proportionately larger area of the layout room.

The Layout planning committee has to contend with at least twenty eight design provisions and our chairman has invited interested persons to submit anything more on the subject.

The best of the ideas of several contributors are being included in the preliminary plans as they are coming into shape. The most advanced thinking is being consulted for guidance and hopefully a layout acceptable right into the twenty first century will emerge from our frequent consultations. More member participation is ardently requested because otherwise the new layout will only reflect what the committee already knows of member preferences.

The twenty eight design provisions presently being contended with represent a summary of the experience of quite a few people and if they can be successfully incorporated in the new layout, they will occasion a very successful layout.

On a final note, with the new AMRA layout being designed and built in 1988 as a Bi-Centenary project and as a layout to be operated into the twenty first century, a lot of thought has to be directed towards making a layout which will typify the very best of 1988 thinking and be aesthetically acceptable through the 21st Century. This is long term thinking of a nature of which few of us have ever had to address, and so an invitation is extended to each and every member of the AMRA Branch to note a few design comments, expectations and prophesies on just what should a layout demonstrate in the 21st century. Jules Verne, where are you? This is a facet of layout design upon which our younger members should be especially eloquent, because as you mature into young adulthood, and beyond, this will be the layout that you will have to live with.

E.W.H.W.

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STATION TALK.

It is very nice to be able to assume the role of Journal Reporter following the good work done by my predecessors, the most recent of whom Mr Ken Edge-Williams who has had to relinquish the position due to the need to direct himself to further studies, at least for the while. Thanks very much to Ken, and don't worry, you have still got the Edge on most of us.

Seriously, it is especially pleasing to be able to contribute to this Journal and not to that other worthy tome, The Australian Medical Journal. It will only accept contributions of some sick-nifance. And now read on....

My thanks are due to Steve Malone for his guidance for my preliminary efforts for the Journal. This business of writing for the Journal is very much like scratch building. One starts with a sheet of blank paper and upon it one builds a literary construction which both has to look (or read) good and also has to run well. One scans through ones mental catalogues for suitable

material and has to shape and fit it well into the frame work of the story. Super detailing makes the story better to read, for obviously coarse scale is not suitable for print and only the best well bred and scale conscious people read these pages.

The album of photographs being compiled by Steve Malone of the club activities and exhibition shots is well advanced but it can hardly be said to be completed, as what material is yet to come to hand? Photos, photos, photos, we want them. Full and due accreditation will be given, of course, and this is your opportunity to do your share of recording for posterity just whatever you have seen significant enough to take a photograph of. All care taken etc. etc.

These are times of momentous changes for the local (to these parts) railway. The QR is becoming, if not already, the largest, in route miles anyway, and electric locomotives are becoming dominant. (Modellers have been doing that for years) Rows of diesel locomotives are forming up at Redbank, silent and bravely awaiting their fate, which won't be pleasant. Colour photograph diesel locomotives while yet ye may, brothers, for the lines of redundant locos will grow ever longer. Rollingstock too is fast going the way of the steam locomotive, for while more and yet more ton miles or tonne kilometres of passenger and goods traffic is being recorded, it is being done with fewer locos and fewer vehicles, albeit larger. Things are changing, and the rate of change is getting faster. There are lots more changes to come yet in all manner of things, so record all that you can. Additionally, take a few country train trips so you can relive the adventure of travel on rail.

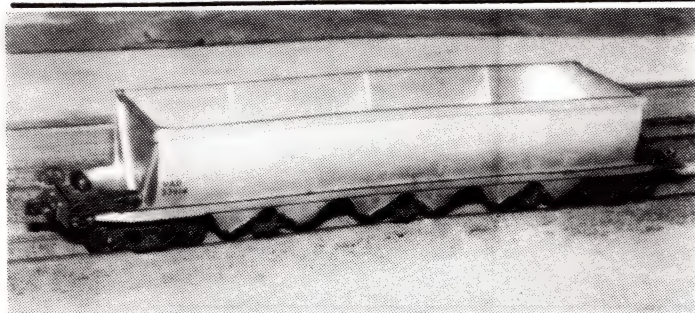
The workshop being built in the new clubrooms is quite a project. Here too input is requested from other than just the committee, because obviously the more minds we have working on the project, the better the outcome should be. One project that was being nursed along was the acquisition of a suitable guillotine. No cutting remarks please. This item will be used by members for sheet metal projects such as brass locomotives. Glenn Wright has successfully restored the old guillotine and it is now as good as new. Many thanks to Glenn.

Terry Paton lives in Gatton, between Ipswich and Toowoomba, and he is expanding the theme of narrow guage by building large scale models running on 16.5mm guage. Anyone interested in this theme is invited to contact him.

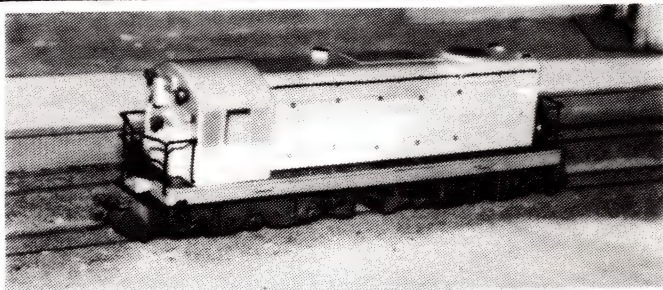
One of the more notable events in the history of the Qld branch is taking place right now, and will have taken effect by the time this appears in print. The Branch has joined the National Model Railroad Association and will be able to participate in the decision making of that body. The full description of the benefits which the branch can expect to receive are beyond the scope of this article, but it will be something which will broaden the outlook of members, particularly those who have really no idea of what the NMRA is and what it means to the modeller of U.S. prototype or even to those of us who use American made models and parts. One of the immediate tangible benefits will be access to the large range of Tape/Slide Clinics which the NMRA lends out to members. These are educational colour slides with an explanatory cassette recording which members can borrow and use. This should effectively end the problem of finding guest speakers for club meeting nights.

Certain events are planned for 1988 but it is too early to speak of them yet. One of which a little may be said is a visit to Mayne Junction Control room and also to the diesel shed. Hopefully the story of this event, complete with pictures will appear soon after it happens.

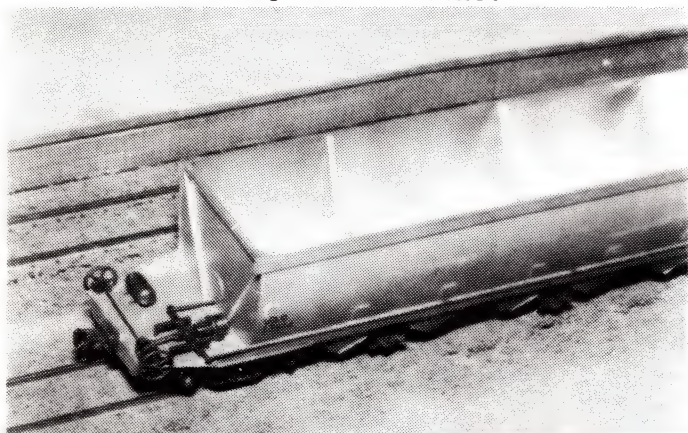
The Commissioner received an invitation and accepted to visit the clubrooms and received his



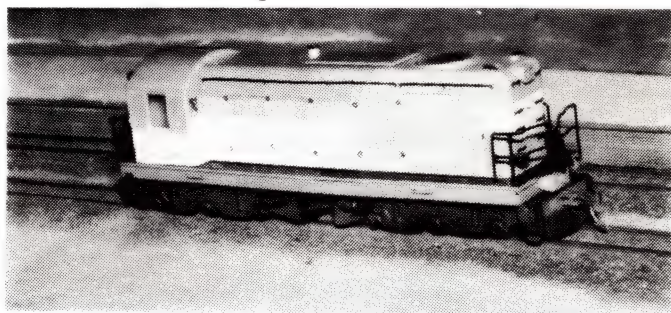
VAO coal wagon built entirely from styrene by Glenn Wright in Sn3½. Photo by Steve Malone.



Glenns 1170 class as modified to haul the new electric locos. Again a styrene body with an altered athearn mechanism. Photo by Steve Malone.

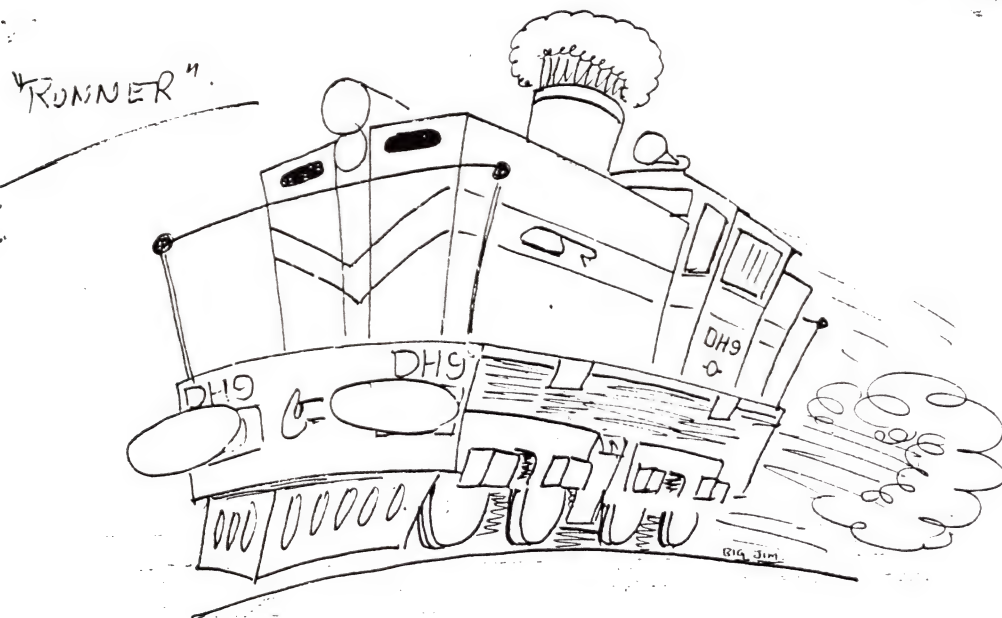
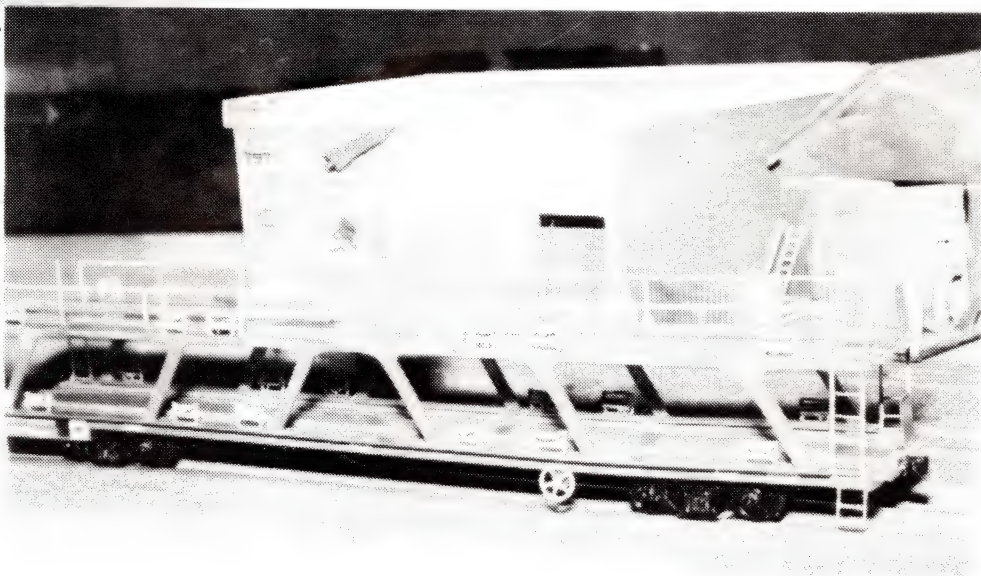


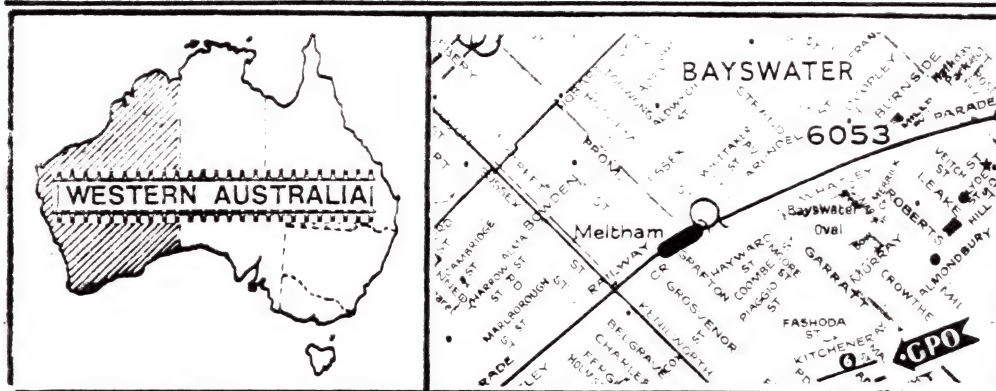
A close up of the brake detail on Glenn's VAO. Photo by Steve Malone.



The other side of 1177. Photo by Steve Malone.

Glenn Wright's model of the DDM car carrier as used on the QUEENSLANDER. This is an all brass Sn3½ model. Photo by Steve Malone.





EXTRACTS FROM "BRANCHLINE"

MODELRAIL '87

Thank you to all those people who participated and helped to make ModelRail '87 a successful day. From comments made to me during and since the event, your efforts were greatly appreciated.

My apologies for the non-appearance of White International. I had been assured that they would be attending, but they did not turn up on the day - anyone know if they turned up on the following Sunday?

I would also like to thank Craig Hartmann for organising the latter stages of the Railway Modelling Competition. My appreciation too to those who participated in the Railway Modelling Competition - it was very pleasing to see the previous standard of modelling being maintained, and, in some cases, exceeded. Well done.

Ted Thoday

BRANCH SECRETARY

Craig and Laura Hartmann, and family, have recently returned to Perth after a few years in Derby and on an adjacent station (cattle, not railway) - welcome back.

Craig has offered his services to fill the vacant Secretary's position, and your Committee has accepted his offer.

Both Craig and Laura were actively involved in the Branch prior to going north, Craig having been a Committee member, Secretary and Treasurer over the years, and when Craig moved from Secretary to Treasurer, Laura took over the Secretary's job. Craig's experience and expertise will be most useful. Thank you for volunteering.

Ted Thoday

THE 1987 RAILWAY MODELLING COMPETITION

The Railway Modelling Competition, held in conjunction with ModelRail '87, can be considered as successful, both in quantity and quality. Though entries and entrants were down on previous years, the standards achieved were excellent, and all participants are to be congratulated. There were 26 models entered by 10 modellers, presenting the judges with a difficult task. Insufficient entries were received in four of the nine classes of the Competition - a pity, because two of these four were 'scratchbuilt' classes (locos and rolling stock).

The following were judged best in their respective classes:

Locomotives - kit built/modified

GWR Dean Single 'Lorna Doone'
by Andrew Morling

Locomotives - ready-to-use modified

NSWGR 40 class
by John Miller

Rolling Stock - kit built/modified

LNWR Webb coupe Crewe inspection coach
by Doug Kelly

Structures - scratchbuilt

Midland Railway Station
by Ken Ashwood

Structures - kit built/modified

RGS water tower
by Ken O'Shea

Highly commended certificates were presented to the following:

Andrew Morling for his LSWR 'Falcon' class 2-4-0 'Siren' entered in the Locomotives - kit built/modified class

Gary Coombe for his freight depot entered in the Structures - scratchbuilt class

All the above trophies and certificates were presented by Ted Thoday, President of the WA Branch of AMRA.

The Ossie Gully Cup, awarded for the best model overall, was won by Ken Ashwood with his Midland Railway Station. Tony Gray, the President of the West Australian Model Railway Club presented this Cup to Ken.

The judges made the following general comments:

- 1 When painting, ensure that brushes, paint and models are clean and dust free prior to application.
- 2 As much prototypical information as possible to be placed with the model, i.e. photographs, books, etc, to assist the judges to see how closely the model resembles the prototype.
- 3 Greater description and more details of what the modeller has done in the preparation and/or the construction of each model.

Thank you to all who participated, either by entering, helping or judging.

To all modellers - don't assume your modelling standards are not good enough....they are! Remember, the Railway Modelling Competition is designed to help modellers, not hinder, so start now by preparing for next year's Competition.

Craig Hartmann
Competition Manager

LAYOUT NOTES

Haltwhistle (OO scale layout)

Not much has happened on this layout recently. However, as these notes are being prepared, two layout maintenance sessions are imminent. I hope that some maintenance will overcome (and exterminate) some of the gremlins that have appeared in the layout recently. This maintenance activity is a lead-up to the 'How to Operate Haltwhistle' session scheduled for 16 December, at which the layout's control system will be explained and any members' questions answered. This will be followed by a timetable running session on 30 December, at which we will 'dust off' the fast clock and the timetables and attempt to run the trains to time.

Colorado Pacific Railroad (N scale layout)

Work on this, the Branch's new N scale layout, is progressing - Dennis Ling and the construction crew are working steadily and have sorted out the track problems encountered during operation at the Model Railway Exhibition in June. Work is also in hand on the wiring, which has reached the stage where several locos have been seen proceeding around the layout under their own power!

Simon Mead
Layout Manager

LAYOUT VISITING REGISTER

Just over three years ago, we published in The Branchline a listing of layouts owned by members of AMRA in WA which could be visited by appointment by other members of AMRA. Although it was then mentioned that additions to the list were welcomed, there has only been one more volunteered over the years.

At least two of the 1984 listed layouts have now been sold or dismantled, their owners changing scales, and there may have been others too who have changed their layouts for one reason or another. There has also been a very large number of new members joining AMRA since 1984 and whether they have layouts that they would like to have listed or whether they would just like to know which layouts are on the present list, it is proposed to review and reissue this list as a supplement to the February 1988 issue of The Branchline - in this way, we can guarantee that all details of your layout, telephone number, etc, are known only to fellow members of AMRA and not to the general public.

It is again emphasised that there is no compulsion to allow a visit to your layout, if listed, at any other time than is convenient to you. Visits have to be pre-arranged, either by telephone or personal contact.

The details listed for each layout were owner, phone number, name of layout, scale, gauge and prototype. I thought it might be useful to add degree of completion when it is reissued.

Those members whose layouts were listed last time were Cyril Cocker (Kirkby Lonsdale), Peter Dean (Exeter), Bob Hands, Paul Kehoe, Jonathon Majer (Dandanup), Simon Mead (Ironhorse Pass), George Noble (Nailsworth), Ken O'Shea (Kenosha), Alan Porter (Wheatstone Bridge and Buxham), Dick Smart, Ted Thoday (the Sumwear branch), Graham Watson (Bindiup) and Paul Worsnop (Helston). To that list Jim Hidden has asked to have his Ramford layout (where else for Jim!) added.

I will be asking these members to update the information about themselves and their layouts, but if you are not listed and would like to be included, give me the details before mid January 1988.

Alan Porter
Editor

LIBRARY NOTES

Well, it is that time again when pen is put to paper to tell you all about the latest happenings in our Library - I only wish there were some - only joking!

Since last writing the last Library notes, our friends from South African Airways, Flight Stewards Mathew Van Rensburg and Jan Scheepmaker have returned to South Africa. As a token of gratitude to various members of our Branch (including yours truly) for making their trip to Perth so enjoyable, Matt Van Rensburg has sent us a

copy of their video Steam Safari (a 45-minute documentary giving a detailed look at South African Steam Power in action in the 1980s) for use in the Library.

The new bookshelves being produced by Alan Porter have not progressed much since I last wrote about them - he even had the audacity to take off to Carnarvon for three weeks in October/November rather than applying himself to this task. Unless he gets a move on, there is the distinct possibility that they won't be finished until we occupy our new clubrooms! (Not true, I am hoping to be able to finish these shelves off in the first week of December, before I go off to Carnarvon yet again. This time, and the next one about the end of December, it is to assist my son to pack his house and dental surgery prior to him moving to Geraldton - Editor.)

By the time that you read this article I will be in an exam room situation at Thornlie Technical College, so if not much happens in the Library until December, I hope you will appreciate my work load until then.

Just after Christmas, I will be flying to London for a 5½-week trip to England, Scotland and Europe, returning early in February 1988. Therefore, these will be my last Library Notes until the April 1988 issue of The Branchline.

Arno de Smalen
Branch Librarian

NEW CLUBROOMS

Working plans have now been drawn up and submitted to the City of Bayswater, the Public Health Department and the Fire Brigade. Negotiations are taking place with various contractors and suppliers, and we have offers of equipment and help from members.

There will be some delay in starting the physical construction, as the plans will need some modification to meet the many regulations governing the design and construction of a 'Public Building'.

Thanks must go to John Ellis, who has put in a lot of work to draw the plans and in researching members' and authorities' requirements. The modifications which are being made will enhance the concept plan which was published in the last issue of The Branchline - in particular, an internal wall is required to separate the meeting area and the layout area, the doors to the outside of the building have been altered to avoid too many security problems and to satisfy the need for emergency evacuation of the building. A revised construction schedule will be drawn up, but a start on building before February is unlikely.

Please let us know of your skills and what help you can give, as this will be our own home for a long time and we must get the best that we can afford that meets our needs.

Barry Keens
Project Manager

WOULD YOU BELIEVE.....

As part of the Bicentennial Celebrations, a group is planning to cross Australia from Perth to Sydney by rail, travelling the entire distance on a 'Sheffield Push Trike', i.e. a gangers' trolley. This is to be a salute to our pioneers and toilers who worked on the railways in the building of our nation.

Final details have yet to be worked out, but at each staffed railway station en route, a commemorative plaque will be unveiled.

Sponsors are required to finance this venture, and details of this sponsorship can be obtained from -

The Across Australia Sheffield Conquest
PO Box 98

CHESTER HILL NSW 2162

(Information supplied by Gus Durham)

PROGRAM

FEBRUARY

1 Mon Modelling in N Scale

N scale is the second most popular and yet, in our Branch, it hasn't really caught on - tonight some enthusiasts for this scale will explain why it 'gets them in'.

6 Sat General Club Activities

10 Wed Trade Talk by Kevin Derrick

Kevin will enlarge on the model (railway) trade, especially in the aftermath of the recent market collapse.

15 Mon General Club Activities

20 Sat Layout Design for Beginners

This is one of a series aimed mainly at junior members and beginners of all ages - how to design a layout which gives YOU pleasure.

24 Wed General Club Activities

29 Mon General club Activities

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays - 8 pm

Saturdays - 2 pm

All meetings are held in the Branch Clubrooms, which are at Meltham Station, unless otherwise stated. The rooms will be open at least 15 minutes earlier than the times mentioned above. Visitors are welcome.

Members' fee at meetings:

Senior members - 50¢ Junior - 25¢

No charge of visitors (unless they come too often without joining!)

YOUR HOSPITALITY SHOWS, AGAIN

A few weeks ago, two visitors turned up at Meltham. The two gentlemen concerned were crew members of one of the final South African Airways flights into Perth (and Australia). Both have a great interest in anything 'railway', be it model or prototype, and spend much of their off duty time around the world visiting clubs, societies and railways, etc.

It would appear that you did them proud. I have been asked to thank all those who looked after them so well, and they have particularly asked me to thank Arno de Smalen for the time and trouble he took to show them around Castledare and the Rail Transport Museum, etc.

As a token of their appreciation, they have donated a South African video tape to the Branch. The title of the main part is 'Steam Safari' - from the index, it appears to cover a considerable proportion of South African steam locomotive stock in action. I have not yet had time to view the tape, but will review it shortly. By the time this appears in print, the tape will be available in the Branch Library.

Thank you most sincerely, Matt and Jan, for a most generous donation.

Ted Thoday

HERE'S A FEW MORE TIPS

1 From John Martin - when kit building or modifying ready-to-run locomotives and rolling stock, I find it useful to have a short length of track (in my case, old Hornby track) set to a radius which is slightly less than my layout's ruling radius. Mount your 'pride and joy' in your rolling stock/locomotive cradle (still available from the Sales Cupboard), with the wheels up - you do have one of these, don't you? Lay the track on top of the wheels of your model and hey presto, you can see what is going to hit what when your 'pride and joy' tries to negotiate your layout's curves.

2 From Jim Hidden - if painting your models using a brush, and you end up with brush marks, a small Humbrol spray can of satin varnish, costing about \$3.50 at most hobby shops, will bring up the quality of the finish.

3 From Ted Thoday - one of the techniques I often have difficulty with is making a right angled (and straight) cut across a curved surface - for instance, when cutting up a coach side to rearrange the window order to make a different coach.

In the kitchen drawer, I discovered a gadget for removing the lids from screw-topped jars and bottles. This gadget has a plastic handle, with an adjustable metal band at one end whose diameter is controlled by a revolving knob at the other end. (I believe that a similar tool is used for loosening and tightening motor car oil filters).

The method I use is to put the metal band around the item (coach side) to be cut, approximately where the cut is required. Place a piece of soft wood (balsa) behind the coach side so that when tightened the gadget's handle will not bite into the coach side and will also help to prevent any distortion. With a square, etc, place the band in the correct position and use the edge of the band as a guide for your saw blade. As a bonus, the balsa block ensures that the saw blade has something to 'bite into' as it penetrates the far side of the coach side.

Readily available from the kitchen gadget shops and counters. Prices vary depending on where you go.

4 From A Nonny Mouse - before replacing the lid after using oil paints, place from 2 - 6 drops of thinners (turps) in the paint, but do not stir it. This will reduce the tendency for a layer of skin to form on the paint in the tin during storage. It's a good idea, too, to store the paint tin upside down, i.e. with the lid down (but do make sure that the lid's on firmly!). This, and the inclusion of some thinner, will completely prevent oxygen ingress and contact with the paint while stored and will prevent any loss of solvent through a poorly fitting lid.

5 Also from A Nonny Mouse - it's a great timesaver to colour-code your taps and corresponding drills. You then don't have to go through a whole lot of mental gymnastics to remember what number drill is a clearance size for what sized tap. Paint a band of colour around the shanks of each tap and its corresponding tap drill. Paint a band of the same colour and another band of white around the clearance drill. Of course, you've got to use a different colour for each size of tap!

AROUND THE CLUBS

There were a few tears shed when the West Australian Model Railway Club closed their doors on the last day of this year's Royal Show and

then started to demolish their layout, which has been in operation for the past 10 Royal Shows in one form or another. After a couple of 'ceremonial' (and very lengthy) trains were run around the layout (and photographed from every conceivable angle), Ken Belcher took to the main umbilical control cable from the control box to the layout with a very large pair of wire cutters! Demolition proper started on the Wednesday following and after a couple more weeks, there was nothing left of the old layout, apart from the 'Vanstan' section and a couple of large lumps of hard shell plaster mountain. The 'Vanstan' section was once the property of the late Albert Vanstan, who was an invalid pensioner with a severe deformity of one hand. Nevertheless, Albert had built up his layout in a room in his house in Fremantle. When he died, the layout, which had been bequeathed to Allan Hamilton (who is also an AMRA member), was offered to WAMRC. It was cut up into four large (and very flimsy) pieces and re-erected at the WAMRC clubrooms, where it became the 'U-Drive' layout for use by children during the Royal Show. The 'Vanstan' layout lives on though, because it has now been taken to the Whistle Stop near Busselton, where it and the couple of large lumps of hard shell plaster mountain have been incorporated into an already existing layout. Who says that model railways have a finite life and are of little value or interest to anyone other than the builder?

The 'new' WAMRC layout is now in course of construction in their Clubrooms at the Showgrounds. It is about 50% larger than the 'old' layout and offers more space for spectators to admire the trains and the scenic work, as well as being more comfortable to operate (and less mentally demanding!). It is hoped to have the 'new' layout in service for the 1988 Royal Show, but it sure will take a lot of dedication to complete.

Down at the Fremantle and Districts Model Railway Association Inc clubrooms in the former parcels office of Fremantle Station, there's confidence in the air - they now have a lease agreement which at least gives three months security (until now, they've been on a weekly rental, and notice, basis). It's not 100% secure, of course, but it sure beats having to find another home in one week if the landlord wants you out!

Their 'new' 16.5 mm gauge layout (I guess it's OO scale, as it seems mainly to have British outline equipment in service on it) is coming along after one or two hic-coughs, one of which was with the highly automated electrics which were based on an ex-PMG uni-selector. That item has now been disposed of and it seems that things are operating a lot better. Signs abound all over the layout, defining what scenic development will be located where and there's been a significant geological movement which led to a particularly large polystyrene mountain being cut down to size. The town is taking shape, with many buildings from Superquick and other kits in evidence. Rumour has it that six semi-detached cottage kits, assembled by six different club members as home projects, came out as six identifiably different buildings - says something for reading the instructions (which we only do when all else has failed, don't we?).

SALES CUPBOARD NOTES

The more discerning readers of this newsletter may have noticed the conspicuous absence of these notes in recent issues. The Editor/Publisher

has therefore persuaded me to correct this omission - the bruises are hardly noticeable now!!

We have recently received new stocks of the blue magazine binders from the Southern Cross Model Railway Association (SCRMA). Unfortunately, inflation is also alive and well east of the border so we've had to increase the price of these to \$8 each. Sad, but true, and in any case cheaper than the equivalent binders imported direct from the UK.

Hopefully, by the time that you are reading this, we will have new supplies of phosphoric acid in stock, so keep your soldering irons at the ready. New stocks of styrene solvent are expected early in December.

The prices of all items in the Sales Cupboard are listed inside the door. Any suggestions, printable ones that is, for items to be carried in the Sales Cupboard, please contact either myself or my able assistant, Chris Paterson (or any member of the Management Committee). We will all be only too pleased to help reduce your stocks of excess cash!

John Martin
Sales Manager

CLASSIFIED ADVERTISEMENTS

One of the things that used to appear in early issues of The Branchline from time to time were 'For Sale', 'Wanted' and other types of advertisements. In the recent survey of what members of AMRA want in their WA Branch newsletter, the same facility was suggested. It's always been there as a potential feature and we'll always carry any adverts that members may want to place. To start things off again (but not to start a precedent of non-member advertising necessarily!), now follows a 'For Sale' which Tony Gray passed on to me - Editor.

FOR SALE

Hornby layout, 7' x 3', 10 years in the building. \$500 to \$600 sought. Apply David Warren, Lesmurdie area. Phone 291 6533 after 6 pm.

WANTED

Contributions to Journal (Contact Barry Keens on 276 1648 if you have something in mind)

WANTED

Items for The Branchline, such as personal profiles, descriptions of what you (as a modeller) are up to, your modelling philosophy, hints and tips, questions and answers, etc, even classified advertisements! Contact the Editor.

RAILWAYS AND SHIPS AT SEA

Gordon Brown, with the encouragement of Jack Stanbridge, has been painting a magpie in all his recent railway pictures. Generally, it's not hard to spot, because magpies, like most birds, are inclined to perch on high objects like roofs and lamp posts. The other artist, Terence Cuneo, puts a mouse in his pictures, but mice, being what they are, hide in all sorts of places, and, as a result, it's a lot harder to find a Cuneo mouse than a Brown magpie (don't tell me that all magpies are black and white, not brown). I know - I've often searched in vain for the little blighter!

I was amused therefore to read a story about a print of Cuneo's painting of 'Evening Star' produced by the firm of James Haworth. A copy of this print had been purchased by an officer of a Union Castle liner and was hanging in his

cabin when the ship docked in Cape Town. The Captain of the ship happened to bring a friend of his, a member of a famous Cavalry Regiment, to this man's cabin for some reason or other. The soldier immediately noticed the print on the wall. "That's one of Cuneo's, isn't it?" he asked. The other two regarded the soldier in some surprise. Neither of them had ever heard of Cuneo nor had they any knowledge of rodents being inserted into oil paintings. Three able-bodied men then approached the print and searched it thoroughly. Not one of them could find the mouse!

Finally, the Captain said "Look here, get a cable off to this chap Haworth and tell him for God's sake to let us know where the bloody thing is!". John Haworth senior duly received this graphic request. He thought for a while and then decided, with clarity and expense in mind, to reply "Up telegraph pole first right".

This cryptic message arrived in Cape Town, but instead of being delivered to the ship, it was sent to the South African equivalent of MI5, as a highly suspicious message, probably in code. Whereupon, two members of the Security Service stomped up the gangway of the British ship and demanded to see the Captain. That good man was in his cabin sitting at his desk. The cable was thrust before him. "Would you kindly explain this, Sir".

The Captain took the paper. He goggled at it. He had long forgotten the incident, and the words meant nothing to him. "Up telegraph pole first right". What in hell did that mean? He hadn't a notion. The Captain rose up, his face reddening in anger, when suddenly he caught sight of the word Haworth and he remembered. "Gentlemen", he announced with great solemnity, "Follow me". He led his visitors down through the ship and finally stopped at his officer's cabin. He flung wide the door and with the air of a conjuror producing a rabbit from a hat, pointed dramatically at the print. "There you are, gentlemen - Up telegraph pole first right - and THERE'S THE MOUSE!".

NEW BOOKS ON MODEL RAILWAYS

Patrick Stevens Limited is one of the more minor British publishers in the railway field, but they do seem to have a higher proportion of their titles on model railway subjects than do most of the other publishers.

I noticed in a recent issue of Practical Model Railways that they have three new titles on model matters. These are as follows:

Simple Model Layouts by Trevor Booth

£4.99 plus 51p postage and packing

A Modeller's Guide to the LNER by David Adair

£5.99 plus 51p postage and packing

The Professional Approach to Model Railways

by John Wylie

£16.95 plus £2 postage and packing

Other (older) titles in their range are as follows:

Computer Projects for Railway Modellers
by Roger Amost and Martin Cock

£4.99 plus 51p postage and packing

PSL Complete Guide to Model Railways

by Michael Andress

£8.99 plus 96p postage and packing

Model Railways on a Budget by Cyril J Freezer

£3.00 plus 51p postage and packing

PSL's address is -

Dept 947B

Denington Estate

Wellingborough

Northants NN8 2RQ England

Alan Porter

ON 'DECAPODS' AND OTHER WHEEL ARRANGEMENTS

For the sake of 'completeness', some more names associated with various steam locomotive wheel arrangements to add to those given in the August issue of The Branchline - these ones come from a very professional text shown to me by Bruce Norton (unfortunately, I have not recorded the title).

Whyte's Notation	Name
2-2-2	Jenny Lind
4-2-2	Bicycle
0-4-4	Forney four-coupled
0-4-6	Forney four-coupled
4-4-4	Reading or Jubilee
0-6-0	Six-wheel switch or Bour-bonnais
0-6-4	Forney six-coupled
0-6-6	Forney six-coupled
2-6-4	Adriatic
4-6-4	Baltic or Hudson
4-8-0	Twelve-wheel (formerly Mastodon)
4-8-2	Mountain or Mohawk
4-8-4	Confederation, Northern or Pocono
4-10-0	Mastodon
0-10-2	Union switch
4-10-2	Southern Pacific Super Mountain or Overland
2-12-0	Centipede
2-12-2	Javanic
4-12-2	Union Pacific
4-14-4	Soviet
2-8-8-4 (rigid)	Yellowstone
6-4-4-6 (rigid)	Pennsylvania
4-4-4-4 (rigid)	Baltimore and Ohio

SHOP TALK

Seen in the UK Magazines

The Model Railways Plans Service has some new drawings in its range. These are from the drawing board of J Emerson and encompass six typical lineside structures - a GWR signal box, semi-detached Council houses, an LMS style brick built lineside hut, a GWR coaching stage, an LMS signal box and a GWR footbridge. There are also 16 drawings by John H Ahern and nine by Ernest F Carter. The advertisement on the inside of the back cover of the October issue of Model Railways gives full details.

7 mm Scale Products - the report on the Gauge 0 Guild Spring Conference in the August issue of Practical Model Railways gives a brief review of the products of 30 manufacturers in this increasingly popular scale.

Looking for an unusual model? Lima have produced a model of the BR Class 37 (actually No 37093) in 'Police' livery which the loco carried for a short time for its appearance in a TV commercial. Where did the filming take place? - between HALTWHISTLE (would you believe it) and Bardon Mill!!! See the back cover of the July issue of Scale Model Trains.

Peco's new N scale electro-magnetic uncoupler; see their advertisement on page 4a of the October issue of Railway Modeller.

Langley Masterbuild building kits - vacuum formed shop fronts, plus fittings and figures for shop windows, etc - almost a 'make your own kit'. The advertisement is on page 16a of the October issue of Railway Modeller.

Pelikan advertise (page 21a of the October issue of Railway Modeller) a range of hobby paints for use on practically any surface. Non-toxic, water soluble, choice of matt, gloss, metallic and fluorescent colours, plus a pen for painting in glossy enamel colours.

'Oily Oil' - this must be the answer to many a modeller's prayers - the advertisement on page 61a of the October issue of Railway Modeller says that it is a deep penetrating lubricant with rust inhibitors and floats away sticky residues, dirt and abrasive materials. So confident is their product are they, that a 100% money back guarantee is offered. Each bottle comes with a fact sheet giving its technical specification, etc. Look forward to seeing this product locally. The product is reviewed on page 441 of the same issue.

Working tail lamps in O, OO and N scales. See the review of Orbit products items on page 441 of the October issue of Railway Modeller.

Woodhead Models' latest advertisement (Railway Modeller), November, page 60a) lists more of their comprehensive line of transfers in various scales and with letters, numbers, etc, in sizes from 0.5 mm upwards.

City Street Models are producing kits for the GWR station at Culham (just south of Oxford), a GWR coal and water tower and a two-stall loco shed. Advertisement is on page 54a of the November issue of Railway Modeller.

Jackson Drawing Supplies advertised a range of Faber-Castell modelling materials in the West Australian on Saturday 21 November. They could be of value to the railway modeller - reports on experience using these materials would be welcome. They are described thus -

Keramiplast - a ready to use ceramic based clay suitable for moulding reliefs, figurines, dolls' heads, pots, lamp stands and jewellery. Could also be effectively used to make impressions from leaves, moulds, etc.

Papiermache - when mixed with water will turn into a fine modelling material which dries quickly in the air. When dries, the material is light and almost unbreakable. Ideal for making masks, puppets, figurines, etc.

Plastiform - a wood based material which turns into a smooth mass when mixed with water. Dries quickly in the air and becomes very light and almost unbreakable. Suited for modelling string puppets, hands, rod and other puppets, figurines, reliefs, etc.

200 gram packs of these cost \$7.

The ABC Shop now has all three of the 'Thomas the Tank Engine' series. There are 26 episodes in all, 8 or 9 on each tape. They cost \$24.95 each.

HAVE YOU SEEN?

IN THE MODEL RAILWAY PRESS

Model Railway Journal

No 17: Polsithney - the philosophy of a fictitious GWR location in Cornwall, used for a superb model. No 1 Shop - Iain Rice is leaving. The 4-6-0 chassis and compensation, etc. Mike

Trice describes the development of his 'back scratcher' pick-up system. Scratchbuilding a tank wagon in 7 mm scale. DJB's 7 mm scale kit of a GWR Lorient D constructed and reviewed. Hemlock Byte, a 'stage set' 7 mm industrial layout. A scratchbuilt GWR station building described. Portfolio brings two photographs of 7 mm scale models from NSW plus a 4 mm scale model of Whetstone back in the UK. Auto Trailer Addenda gives additional information, etc, on the A28 and A30 GWR Autotrailers and is a follow-up of the article in Model Railway Journal No 9. Small Suppliers Forum looks at a mass of new and improved items, including engraved layout plaques, Brian's kits and bits catalogue, cobex sheet, nickel silver in various shapes and forms, diesel body parts, Mike Bryant's article (in Model Railway Journal No 12) on small scale chassis building produced in booklet form by the 2 mm Society, 4 mm scale locomotive fittings from Tammerlaine (Iain Rice's new venture) - beautiful. The Pilgrim Models 7 mm scale kit of the GWR Churchward Mogul constructed and reviewed. Letters contains more on the Portescap 1219 motor saga, one letter gives a controller and associated power supply design (which has been proved under exhibition conditions) - this gives pure d.c. output, quite a simple, inexpensive circuit.

Model Railways

October: Scratchbuilding Liddle Cottage in 4 mm scale, a superb piece of architectural modelling with useful hints on doors, windows and on finishing walls. Description of how to build a 2 mm scale model of an NER R class 4-4-0. The E J Sharpe kit for an NER P class/LNER J24 class 0-6-0 constructed and reviewed. Painting miniature cast metal (equally applicable to plastic) people made easy. Layout Focus looks at Chelcot, an OO layout based in Devon. Jack Ray describes some modifications he has made to Crewchester, his O scale garden layout. The Hornby class 47 converted to the ScotRail version. Seabourne Marine, a compact port terminal Club layout described. Camera and Comment visits Ventnor on the Isle of Wight on the eve of steam operations. Description of another way to light your carriages. Description of some of the 16 mm NG locomotives seen on the Crompton Down Railway.

November: Salon looks at some of Jim Wittaker's superb GWR clerestory models in 4 mm scale. Adding rivets to white metal castings. Kerry Bridge, a 7 mm scale narrow gauge club layout described. Next part on painting the miniature people, concentration on the plastic ones this month. Converting an Mk1 coach model in the Driver Brake Second Open. Sutton Signal Box constructed, drawings included. Scratchbuilt WCJS coaching stock in 3 mm scale. Kiowa Falls, an American N scale layout. Camera and Comment looks at A4s north of the border. A 4 mm scale drawing of a Double Bascule Bridge.

Railway Modeller

October: Railway of the Month looks at Holkham, the OO scale layout of the Hazel Grove and District MRS, based on Norfolk practice. Modelling 4 mm scale locos using tinplate and the propulsion of such a locomotive by an independent power bogie in the first vehicle of the train. Thatched roofs in N scale using multiple layers of facial tissue. Modelling the BR Grampus wagon using the Parkside-Dundas kit as the basis. Modelling a modern Traction Maintenance Depot. Abbotsbury, a Dorset branch terminus built in

OO scale by Mike Cook, prolific GWR modeller. Prototype information, drawing and photograph of the LNER class D49 Shire 4-4-0. An update on Rewley Road, the layout of the Oxford MRC based on the ex LNWR station of that name in Oxford. Modelling BR coaches in the 1980s - the MkII vehicles. Beattock, the OO scale layout of the east Kilbride MRC, an impressive exhibition layout. Making a tiled roof by scratchbuilding techniques. Detailing coach underframes using Ramin offcuts and discarded electronic components. Modbury, an N scale terminus in a 4' x 1' space. This issue contains another of the Show You How booklets - this one deals with Modelling the Background and confirms all that Dick Smart has been telling us over the years!

November: Railway of the Month is Middleton Dale, the N scale exhibition layout of the Bolton and District MRC, including lessons learned from operation at exhibitions. A realistic and inexpensive way of making (non functional) masts for a layout based on the West Coast electrification in Scotland. A simple way of marking out platforms on the curve. Scratchbuilding windows, using p.v.c. electrical tape cut into thin slices stuck down onto acetate sheet. Not of great application here, but an article describing how to build a 14' x 4' layout at the top of the stairs in a typical English two storey house, including the stealth that was required to get it built without approval from SWMBO (She Who Must Be Obeyed). Modelling an electrical substation. Craftsman Models' kit of the Maunsell Lord Nelson class constructed as the non-standard Lord Howe. Also includes a review of the kit. Modelling a steam rail centre. Automating colour light signals using commercially available point solenoids and accessory switches. Problems with a reversing loop, two controllers, a Lima railcar and conventional pick-up type locos. (The author gives a couple of good reasons why he did not use the conventional arrangement of one controller and a reversing switch - which would have kept him out of trouble!) Colour feature of Kettlewell an N scale exhibition layout only 4'10" x 1'13" - very nice modelling. Littleborough, another N scale exhibition layout, this one with automatic exchange (or fiddle) sidings and the potential to be shown in either its full 16' size or as a half sized 10' layout. Building 8 mm scale wagons with simple compensation for the North Wales Narrow Gauge Railway - construction details and drawings of three prototypes. Irish narrow gauge railcar for the Clogher Valley, drawings and photographs. The Barry Railway B1 class 0-6-2T, prototype information, drawings and photographs. Plan of the month looks at the modelling aspects of Newnham, branch from Truro in Cornwall.

Scale Model Trains

October: Ideas for building a ready mixed concrete plant, with plenty of photographs of prototype plants. Improving a basic plastic wagon kit - in this case, a Three Aitch Mouldings 0 scale van (long since, along with the Three Aitch OO models, out of production) - the techniques are equally applicable to most plastic kits. Some ideas for ultra-compact 0 scale layouts (equally applicable to ultra-compact OO and HO scale layouts) - includes a photograph of the Dyserth station building. Second part of the article on building a 4' x 1' American N scale layout with lots of shunting potential. Warming-ton, a Southern Region layout in modern style.

November: Photograph of the Timesaver layout, details of which have been given in the

last two issues. Some ideas for On16.5 modellers who want a small diesel loco on their layout, one described in more detail being based on the Lima four-wheel Plymouth shunter which comes from one of their cheaper train sets. Some more ideas on ultra-compact stations for 0 (and other scales), Wantage, Brill, Flaxted, etc. Making a diesel shunter for 0 scale from a Dapol/Airfix GWR Prairie chassis, Wrenn wheels from the R1 0-6-0T and some ingenuity. Converting a Liliput Austrian 0-6-2T into a Manning Wardle 2-6-2T lookalike for OO9. Photo essay on Corral's Wharf, a small wharf at Poole with tight curves, small clearances, etc - a good source of inspiration if you are modelling a sea-rail interface. Another photo essay (and some ideas), this time on a small oil depot. Putting the buildings and scenery on the Timesaver layout depicted on the title page and featured in the last two issues.

Practical Model Railways

September: Fort Brockhurst, a station on the Fareham to Gosport line in Hampshire and an interesting possibility for a model of an LSWR junction station. Building the K's kit of the LMSR Turbomotive, including experience with the K's plastic gear wheel. A story of a first attempt at 0 scale in the garden, which concludes with the advice to join the Gauge 0 Guild! Looking at the BR class 24 diesels, history of the class, liveries, making a class 24 from a Hornby model of the class 25. Excellent drawings of the Guildhall at Lavenham (Suffolk) in both 4 and 2 mm scale - a most impressive half-timbered building (don't know whether you could get a modeller's licence to use it elsewhere though!). Getting your motor vehicles right for the period you are modelling - listing the dates when various models of 14 UK car manufacturers came on the market and which ones are available as kits (covers the period from 1948 to 1975). Another description of a live steam garden railway, this time the Clwyd and Dee. Building the MTK kit of the Metropolitan Railways Bo-Bo. Turning a Hornby Flying Scotsman into an LNER Peppercorn A2 class 4-6-2 using the Crowline conversion kit which is designed to convert the Flying Scotsman A3 to a Peppercorn A1, hence the title A3+A1=A21.

October: Drawings for a row of cottages (Ely Street, Stratford-Upon-Avon) with two shops in the lower floor. Experiences with Comet coach sides (see Shop Talk elsewhere in this issue). Making a BR class 111 in N scale from a Graham Farish Class 101. The GWR streamlined locomotives (No 5005 Manorbier Castle and No 6014 King Henry VII) and adapting commercially available Castles and Kings to this style. Converting an Airfix Lowmac to a GWR Lorient P. Construction and review of the ABS kit of the LNER Thompson designed L1 Class 2-6-4T. Motor luggage vans and how to model them in 4 mm scale (SR MLV, Liverpool-Southport motor baggage cars, Gloucester gangwayed parcels cars). Motorising die cast models of tramcars, including the recently introduced Matchbox Preston Car. Building (and reviewing) the Modern Traction Kit's model of the Foster Yeoman class 59 diesels. More on BR's Coat of Many Colours - modern liveries such as British Steel blue, InterCity livery, green locos and other special paint jobs.

Australian Model Railway Magazine

October: Franklin County, regarded as one of the best exhibition layouts in Australia, and featuring a New England (US) narrow gauge line - a

husband and wife effort with infinite attention to detail. Report on the 1987 convention on Modelling the Railways of NSW (next one is on 23/8/88). Devising an emergency brake arrangement for locos fitted with coreless motors or flywheels. Improving the electrical pick-up of the Mehanoteknika mechanism. A tool for making rivets. A look at concrete bridges and culverts. Listing of NSWGR passenger cars in the period 1926 to 1986. Scratchbuilding a model of a G1b standard NSW goods shed.

Continental Modeller

November/December: Highfield, a large (for the UK - it's in a room 18' x 18') HO and HO_N3 scale model railway based on Rio Grande, SP, UP and SF practice, but not all at once! - approaches the standard of the better US layouts. More on the Vouga Valley Railways of Portugal - these have modelling possibilities. Details, drawings and photographs of the Lend Lease box cars supplied by the US to Britain for service in the Middle East in WW2. Information about Hungarian and Czech Mallets. Full details of the DB class Gm54 covered vans - prototype information, photographs, drawings. The Dutch State Railways' 4-6-4T locos built by Beyer Peacock and how to model one using a Fleischmann DB 01 Pacific as a starting point. A Belgian model possibility, based on Ostend. Details of the 2-10-2 locomotives of the Red Ferrocarril Industrial de Rio Turbio of southern Argentina - these were 750 mm gauge locos for coal traffic to Rio Gallegos and were built in Japan. Building Bergheim, the Z scale layout that featured in the previous issue, contains useful ideas for portable layouts. Feldsee to Neustadt, an N scale layout based on DB practice. Ste Jeanne Maritime, an HO layout based on a French port handling cross-Channel traffic.

Model Railroader

September: Kitbashing a Santa Fe GE U33C (or a U36C) in N scale from a Trix (or Con-Cor, Model Power or Minitrix) U28 and a Bachmann radiator section. Methods of embossing rivets into brass and plastic. Getting good photographs of your models with basic photographic equipment. Modelling the railways of the Netherlands at the turn of the century. A visit to the factory of Lionel Trains Inc. Kitbashing a tank car kit into a diesel loco fuel tender. Photographs and drawings of the 100 year old Gardners station building of the Gerrysburg and Harrisburg Railroad. Information and drawings about station platform cars for handling baggage. A model of a Wisconsin short line in N scale, the Ettrick and Northern RR, built in a 10' x 7'6" room. Part 2 of the Yosemite Valley RR (first part in August issue) - scenery and detail, the philosophy and techniques. Drawings and photograph of a Yosemite Valley RR water tank. Building a cab forward in '1' scale using an LGB mechanism.

October: The West Tennessee Central - a superb O scale layout built on the grand scale. Design for a small brick multi-use structure. Modelling trains 57 and 58 of the Northern Pacific in HO scale. A clever design for a multi-level railroad where the operators do not get in each other's way! Simple alterations to Bachmann N scale 2-8-2s and 2-8-0s. Hazzard County Short Line - a layout for those with little space. Layout visit to Ted Hough's Canadian Pacific Railroad. Emphasis on small details in scenic model-

ling. The ABC's of switching cars. Prototype information, drawings and photographs of a Baldwin 2-6-2 logging locomotive.

IN THE PROTOTYPE RAILWAY PRESS

Railway Magazine

August: Class 155 long distance Sprinters. Colour shot of bracket semaphore signals at Worcester Shrub Hill. Another good colour photo of the signal gantry at Rhyl with a two-tone blue/white Sprinter in the shot. As usual, the Panorama section has a number of photos of various types of loco (both steam and diesel) in black and white and in colour, many with a wealth of detail of value to modellers.


September: Butler Henderson in colour on the cover. A week on the Cambrian Coast line, with a good colour photo of the Barmouth viaduct. Again, Panorama photos are good, including one overlooking Dawlish on the South Devon coast. Description of the latest London Transport Underground stock. Camping coaches make an unusual and little modelled prototype.

October: Colour photo of Victoria Bridge (Severn Valley Railway) on the cover. Also good colour photos of Defiant and KGV and of the present day scene at Peterborough, including one of the Eastfield signal box (beautiful ex GNR box) with masses of inspirational modelling detail and weathering. Another black and white photo of the box from the opposite side shows all the rodding to advantage. Once again, Panorama has the usual excellent photos, including a colour one near Salisbury (good detail of a typical British allotment vegie garden) and a black and white one of Churston. Article on getting to see all the London termini on one day and travelling by BR trains only (plus a bit of Shanks' Pony). Operating the Mid Wales line through Builth Wells.

Back Track

Autumn 1987 No 3: An article on Hazards on the Line has some good photos of lineside detail. The Banbury branch of the LNWR - lots of information about the stations, track plans, timetables, photos, etc (this branch ran from Verney Junction to Banbury, so it is complementary to the article in British Railway Journal No 17). Full details of the several experimental liveries tried out by BR in 1948 - useful if you are modelling the late 40s or early 50s (and, of course, there are colour photos to help the word descriptions). Seven more pages of excellent colour photos, covering three SR branches, locos awaiting scrapping, the BR (WR) diesel hydraulic locos. Part 2 of the story of North Road locomotive works of the LNER at Darlington, with photos of the Hush Hush loco No 10000, B17, D49, V2, 8F, B1, A8 and various Pacific locos. In depth study of the MR Lancaster (Green Ayre) station. Technical but very readable, article on the facts of life on locomotives valves and pistons, defining clearly lap and lead and other terms not often understood by the layman. Photo essay on the Brill branch, or Wotton Tramway, which ran from Quainton Road (which is between Aylesbury and Verney Junction - again complementary to the article in BRJ No 17) to Brill. Colour photo of the station at Cattal on the NER York to Harrogate line.

(Extracts of articles in the model railway press and the prototype railway press are provided by Ted Thoday and Alan Porter)

	MEMBERS FILE	PAGE: 1.
	ISSUED: 1983	REVISED: 1987
CONSTITUTION		

AIMS AND OBJECTS

1. The name of the Association shall be 'Australian Model Railway Association', hereinafter referred to as AMRA or the Association.

The purpose and objectives of AMRA will be as follows:

2. To extend and improve conditions and facilities for model railway modelling in Australia.
3. To make standards a practical possibility by enlisting the co-operation of modellers, manufacturers, suppliers and publishers who may be interested in the furtherance of Railway Modelling in Australia.
4. To improve supplies and data by providing services to the members from within the Association.
5. To organise the unity of present-day railway modellers and to encourage the new generation of modellers to adopt standard dimensions.
6. To work in conjunction with similar organisations for the common good and benefit of Railway Modelling.

ARTICLES OF ASSOCIATION

(Including amendments up to October 1987)

1. GENERAL

These Articles define procedure to be adopted in the administration of the affairs of the AMRA, in conformity with the Constitution of the Association.

2. MEMBERSHIP

(a) Membership shall be as follows:

- | | | |
|------------|-------------|------------------|
| 1. Student | 3. Honorary | 5. Honorary Life |
| 2. Senior | 4. Life | 6. Family |

A Student Member shall be a person aged from 10 years of age to the completion of full time secondary school studies. A Family Member shall be the Spouse of a Senior Member, or dependent child of a Senior Member who would be entitled to Student membership.

Notwithstanding these conditions and any variations in the scale of subscriptions there shall be no other discrimination between the various grades of membership. The appointment of Honorary or Honorary Life Members shall be left to the discretion of the Committee of Management. Life Membership shall be given to those members who pay a total of 15 years membership in advance.

(b) A printed Membership Card shall be forwarded to each new member, and except for a Family Member, a copy of the Constitution and Articles of Association, together with any other literature which has been decided upon by the Committee of Management, shall also be forwarded.

(c) If any member does, says or writes anything which in the opinion of COM is likely to discredit AMRA, then that member shall be asked to explain his actions. If a satisfactory explanation is not received, the COM shall have the Authority to suspend membership privileges for a period to be determined, or in extreme circumstances to expell from membership of AMRA.

A Member so suspended shall have the right to appeal against such suspension. Such an appeal shall be made through the suspended Member's Branch and shall be lodged with the Federal Secretary within 28 days of receiving notice of such suspension.

(d) This Association reserves the right to refuse Membership to any person or persons.

3. SUBSCRIPTION

(a) The Annual Subscription for Senior, Student and Family members shall be at rates fixed by the Committee of Management.

(b) New Members after completing the prescribed form of application shall pay an entrance fee as determined from time to time by the Committee of Management, together with their first year's subscription (unless joining after 1 March, in which case a portion of the yearly subscription shall be payable).

(c) All subscriptions shall be payable in advance and shall become due on 1 September of each year.

(d) An unfinancial Member shall be a Member whose subscription is more than two calendar months in arrears and as such he shall not be entitled to any of the privileges of membership provided that the Committee of Management may send such reminders as they see fit.

4. VOTING

(a) Only financial Members shall be eligible to vote.

(b) Voting shall be by secret ballot as set out in Articles 13 and 14 under 'Elections'.

(c) A two-thirds majority of all votes received shall be required to amend, add or delete any matter appertaining to the Constitution or Articles of Association.

(d) All matters involving amendments to the Constitution or Articles of Association shall be submitted to the general Membership for decision by secret ballot.

5. REGISTER OF MEMBERS

The Committee of Management shall appoint one of its Members as a Membership Registrar whose duties shall include the keeping of a Register of all the Members of the Association and such register shall contain such particulars as the Committee of Management shall from time to time direct.

6. MANAGEMENT OF THE ASSOCIATION

(a) The Association shall be managed and governed by a Committee of Management, which shall be determined on the following basis:

(b) The President and five committeemen to be elected annually by secret ballot, according to Articles 13, 14 and 15 of this Constitution.

(c) The President may with Committee approval, appoint up to two additional members to the Committee, in addition to those elected.

(d) The elected committeemen shall fill the offices of Vice-President, Secretary, Treasurer and Registrar.

(e) Ballot papers shall be clearly printed and set out the names of the candidates, together with a description of the office for which each candidate is standing i.e. President or committeeman.

(f) i. The President shall appoint, or approve the appointment of, the following officers to be responsible for the production of Journal and such other publications as shall be deemed necessary by the Committee of Management.

- . Managing Editor
- . Editor
- . Advertising Manager
- . Layout Officer
- . Distribution Officer

ii. In the event of any officer not completing a full term, the Committee of Management shall appoint or approve the appointment of a substitute to complete such term.

iii. The President, with the approval of a majority of the Committee of Management, may remove any officer who, in his opinion, is not suitable for such office.

iv. The officers set out in (f) (i) above shall receive free membership for the duration of their term of office.

(g) The Membership Registrar shall, in addition to keeping the Register of Members as in Article 5, deal with all matters relating to membership of the Association as outlined in Article 28.

(h) All retiring committee members shall be eligible for re-election or reappointment subject to Article 7.

(i) An Executive Officer of the Federal Committee of Management cannot hold any executive position on any State Branch or Sub-Branch Committee.

7. PROFESSIONAL MODELLERS

(a) No person professionally interested in railway modelling shall be eligible to hold office.

A professional modeller shall be a person who:

(b) Earns his living wholly by the manufacture and/or sale of model railway equipment, rolling stock, parts or accessories, either to scale or toy proportions.

(c) Primarily and principally supplements any other income, by the manufacture or sale of model railway equipment to such an extent, that in the opinion of the Committee of Management, the person concerned is considered to be a professional modeller within the definition of these clauses, (b) and (c) of Article 7.

(d) If argument should arise as to the status of any Member or non-member with regard to clauses (b) and (c) above, the interpretation and decision of the Committee of Management shall be final.

(e) Any person not in the above categories (a) (b) (c) shall be defined as an Amateur.

8. SUB-COMMITTEES

(a) Such Sub-Committees as are deemed necessary may be appointed by the President. Not more than fifty per cent of any Sub-Committee shall consist of professional modellers.

(b) The Chairman of any such Sub-Committee appointed by the President shall not be a professional modeller, and shall have a casting vote if such be necessary.

(c) Members of Sub-Committees need not be members of the Committee of Management.

(d) The President may at any time dismiss any Sub-Committee or a single officer thereof, subject to the Committee of Management's approval.

(e) When the President appoints a Sub-Committee, he shall outline to the members thereof the nature and extent of the activities such Sub-Committee shall perform.

(f) The Committee of Management may request a report from the Chairman of a Sub-Committee at any time it deems fit to do so.

9. TENURE OF OFFICE

Tenure of office shall be for a period of one year from date of election.

10. DEFAULTING COMMITTEE MEMBERS

(a) If an elected or presidentially appointed officer fails to attend three consecutive committee meetings without having obtained leave of absence, the Committee of Management may remove him from office.

(b) The Committee may, if it sees fit, and without reference to the general membership, appoint an eligible member of the Association to fill any vacancy for the remainder of the term of office.

(c) In the case of illness or other just reason, the Committee may, if it so desires, invite the defaulting Member to resume his seat on the Committee.

11. LEAVE OF ABSENCE

The Committee may grant leave of absence to not more than three of its Members at any one time and may appoint a Member (or Members) of the Association to act for the absent Member (or Members) of the Committee during such period of absence.

12. BRANCHES AND SUB-BRANCHES

(a) Definition: State Branches shall consist of the financial Members of the Association in a state and for the purpose of social meetings shall be centred in the metropolitan area of that State.

A State Branch may approve the formation of sub-branches, where there are sufficient Members residing in a District or Town for the purpose of the indulgence of the hobby and a sub-branch so formed shall be a sub-branch of the said State Branch.

ii. A Sub-Branch may adopt a Constitution and Articles of Association, including by-laws inconsistent with the provisions of this Clause, but such by-laws shall not take effect unless and until -

(a) they have been submitted to and approved by the STATE Committee of Management, and

(b) any provisions of the Constitutions and Articles of Association of the State Branch in which the Sub-Branch is formed relating to the Constitution and by-laws of a Sub-Branch have been complied with.

iii. The Federal Committee of Management shall be advised of the formation of any Sub-Branches.

(m) State Branches and Sub-Branches may be dissolved on a motion passed by the majority of the Members of the Branch or Sub-Branch only after receiving the approval of the Committee of Management.

(n) The Federal Committee of Management shall not be responsible for any debts incurred by any State Branch or Sub-Branch.

13. ELECTIONS

(a) Elected officers to the Committee of Management shall be - President and five committeemen, committeemen shall be appointed by the President to fill the required offices.

(b) Nominations for election to the Committee of Management shall be submitted in writing to the Secretary not later than four weeks prior to the date of the election.

(c) Each nomination shall be signed by two financial Members of the Association, and by the nominee. Should the nominations received as above for any office be less than the number of vacancies, the Committee shall make the necessary nominations to ensure the filling of every office.

(d) All elections shall be decided by secret ballot if the nominations exceed the number of persons to be elected.

(e) Ballot papers shall be printed and set out the names of the candidates and the office for which each candidate is standing i.e. President or Committeeman.

(f) Ballot papers shall be posted to all Members entitled to vote at least fourteen days prior to the date of the taking of the ballot and the deadline shall be printed on each individual ballot paper.

(g) Where nominations are received from more than one State, candidates shall be grouped in State order, voting to be on a State basis, only to overcome communication and availability problems.

14. METHOD OF TAKING VOTE

(a) Each ballot paper shall be initialled by the Secretary and when marked by the voter, shall be sealed in an envelope and posted or handed to the Returning Officer to reach him not later than 6pm on the day fixed for the ballot.

(b) The non-receipt of ballot or similar papers by a Member shall not invalidate the result of an election.

(aa) A State Branch or Sub-Branch shall be constituted pursuant to this clause and the business and affairs of the State Branch or Sub-Branch shall be conducted within the provisions of this clause, subject to any by-laws adopted by a Branch or Sub-Branch pursuant to and in compliance with sub-clause (a) herewith and, in the case of a Sub-Branch, subject to any provisions relating to Sub-Branches in the Constitution and Articles of Association of the State Branch in which the Sub-Branch is formed.

(b) Objects of branches and Sub-Branches: To provide for social meetings of financial members of the Association in capital cities, districts and towns, to foster the aims of the Association and to encourage any visitors at such meetings to join the Association and thus have membership of such Branch or Sub-Branch.

(c) General: The social affairs of a Branch or Sub-Branch shall be determined by its members and details of the formation of Branches and Sub-Branches and their subsequent meetings shall be published in Journal.

(d) Finance: Branches and Sub-Branches shall be self-supporting and will have no call on the Association Federal funds nor shall have any joining or annual fees.

(e) Branches and Sub-Branches shall have the right to raise finance for the conduct of their activities in any reasonable manner.

(f) The funds of any such Branch or Sub-Branch shall remain the property of such Branch or Sub-Branch to be dealt with as they deem fit without any direction from the Committee of Management.

(g) Meetings: The time and place of meetings shall be decided upon by Members in the usual manner.

(h) Annual Meeting: Each twelve months from the meeting at which office bearers are first elected, there shall be convened an annual meeting for the purpose of electing office bearers for the forthcoming term.

(i) Elections: The election of office bearers shall be by simple majority upon show of hands.

(j) Officers: The elective officers to be a minimum of -

- i. President
- ii. Secretary/Treasurer
- iii. Branch Sub-Editor

Should the need arise, further committee officers may be elected.

The President shall be an amateur as defined by Article 7, Sections (a), (b) and (c) of this Constitution.

(k) State Branches and Sub-Branches shall be governed by their elected committee for the indulgence of the social side of railway modelling and the Committee of Management shall have no direction over the affairs of the Branches and Sub-Branches other than matters of policy and Constitution.

(1) i. A State Branch may adopt a Constitution and articles of Association, including by-laws inconsistent with the provisions of this Clause, but such by-laws shall not take effect unless and until they have been submitted to and approved by the Federal Committee of Management of the Association.

15. RETURNING OFFICERS AND SCRUTINEER

(a) A Returning Officer and Scrutineer shall be appointed by the Committee before the posting of the ballot papers to Members. The persons appointed shall be financial Members of the Association who are neither Committee Members nor candidates at the election.

(b) The Returning Officer shall be responsible for the counting of the votes upon receipt of the completed ballot papers.

(c) Voting shall be preferential within State Groups.

(d) At the conclusion of any ballot, the Returning Officer shall submit to the Editor for publication in the Journal, a written report on the election, or vote, including all pertinent figures.

16. VOTING TIE

In the event of an equal number of votes for two or more candidates for any one office, the Returning Officer shall have and may exercise his casting vote.

17. VOTING ON ALL OTHER MATTERS

Voting on matters referred to the general membership shall be as outlined for election of Committee.

18. COMMITTEE MEETINGS

(a) A meeting of the Committee of Management or any Sub-Committee may be called at any time by the President, seven days' notice to be given.

(b) Committee meetings shall be held regularly and attended regularly by all Officers at times and dates which the Committee or Sub-Committee may fix, but in each calendar year there shall be not less than eight Committee of Management meetings.

19. SPECIAL GENERAL MEETINGS

(a) A Special General Meeting of the Association may be convened at any time by the Committee, or if demanded by a requisition signed by at least thirty financial Members of the Association. Such meetings shall be called within twenty-eight days after receipt of the requisition.

(b) Notice of the holding of a Special General Meeting specifying the place, date, and time of commencement and the nature of the business to be transacted shall be issued in writing to each financial Member of the Association not less than fourteen days prior to the meeting.

(c) The non-receipt of such notice by any Members shall not invalidate the proceedings of any Special General Meeting.

20. POWERS OF SPECIAL GENERAL MEETING

(a) At a Special General Meeting, the general membership may carry resolutions and transact business only insofar as the business stated in the notice convening the meeting.

(b) The resulting resolutions, if any, of a Special General Meeting shall be legal and binding on the Committee of Management, but only until such time as the resolutions have been put to the entire membership of the Association for a vote, which shall be within fourteen days from the date of the Special General Meeting.

(c) Should the resulting vote from the entire Association membership on the resolution of the Special General Meeting be negative, then the resolution shall be null and void. If the vote be in favour of the resolution, then such resolution shall be legal and binding on the Committee and become part of the Articles of Association, if it be of that nature.

(d) Where voting is referred to in Sections (b) and (c) above, the majority of votes required to carry the solution will depend on the subject matter of the resolution, and is set out in Article 4, Sections (b) and (c).

21. COMPLAINTS OR SUGGESTIONS

(a) Any Member who has a suggestion or complaint may submit the matter in writing to the Committee of Management for consideration. The Committee shall decide whether such matter warrants submission to the general membership for a vote, of whether the matter can be handled by the Committee.

(b) Any group of Members, not less than ten in number, may petition the Committee in writing to submit their suggestion, or complaint, to the general membership for a vote. Action by the Committee must be within twenty-eight days after receipt of the petition.

22. PROXIES

(a) Any Member unable to be present and entitled to vote, may appoint another Member already entitled to vote at the meeting, his proxy at such meeting.

(b) Such appointment in writing must be in the hands of the Secretary prior to the commencement of the meeting.

(c) An amateur modeller shall not appoint a professional modeller as his proxy at any meeting.

23. QUORUM

The quorum at meetings shall be as set out hereunder:

- | | | |
|-----|--------------------------|---|
| (a) | Committee of Management | 1/3 of Committee Members |
| (b) | Sub-Committees | 1/3 of Sub-Committee Members |
| (c) | Special General Meetings | 1/3 of Total membership of the Association who reside within the State in which the meeting is held |

(d) Notwithstanding clauses (a) to (c) of the foregoing part of Article 23, a quorum of any meeting shall be such that a majority of votes present cannot be given by professional modellers, and that a quorum is never less than three members, the Chairman to have a casting vote if such be necessary.

(e) At Committee meetings, Sub-Committee meetings and Special General Meetings, proxies shall not be counted in determining whether a quorum be present.

24. MINUTES

(a) The Minutes of the AMRA are to be kept in a properly bound and numbered Minute Book, and upon being confirmed and signed by the President or Chairman of the succeeding Committee meeting shall constitute the official and legal record of the affairs of the Association.

(b) The Minutes of a Special General Meeting shall be confirmed at the next Committee meeting.

25. PRESIDENT

(a) The President for each term of office shall be a financial member who shall have been a member of the Association for at least one year.

(b) The President shall preside at all Committee Meetings and at Special General Meetings, and may, if he wishes, attend Sub-Committee Meetings.

(c) He shall not, however, automatically be Chairman of such Sub-Committee Meetings as he elects to attend, the members of such Sub-Committee meetings being free to elect their own Chairman, subject to Clause (b) of Article 8.

(d) The President shall present a report to the general membership once in each twelve months, dealing generally with the position of the Association and the proceedings of the Committee of Management and Sub-Committees for the previous twelve months.

(e) He shall also present or cause to be presented to the general membership, reports or explanations on policy, standards or any contentious matter as he shall think fit, at any time during his term of office.

(f) In the event of the President being unable to complete his term of office, the Vice-President shall be deemed to be President until the next general election.

(g) In the absence of the President, the Vice-President will preside at meetings.

26. SECRETARY

(a) The Secretary shall take charge of the books and documents of his office and shall attend or be represented at all meetings of the Association.

(b) He shall prepare minutes of all such meetings for presentation to a subsequent meeting.

(c) He shall, under the direction of the Committee, conduct the correspondence of the Association.

(d) He shall see that all Committee or Special General Meetings are properly convened, and for this purpose, provide that all such meetings shall be convened or notified to, through or by him, and that all such meetings are called on a definite time and date.

(e) He shall assist the Chairman at all such meetings and submit the necessary information for the compilation of the President's Annual Report.

(f) He shall perform such duties as the Committee may require of him, provided that these duties are not outside the realm of his office.

(g) In the event of the Secretary ceasing to hold office during his tenure of office, the Committee may appoint a new Secretary for the remainder of the period.

(h) The Secretary shall receive a small honorarium at the conclusion of each year's service. Such honorarium shall be fixed by the Committee of Management as it deems fit.

(i) The Secretary need not be a financial member of the Association, but he or she shall be granted honorary membership with full voting power during his or her term of office.

27. TREASURER

(a) The Treasurer shall receive and pay into an approved banking account all monies received, and shall pay all accounts approved by the Committee.

(b) He shall keep the books relating to his office and shall prepare and submit a statement concerning the financial position of the Association to the Committee at least four times in any one year if the Committee so desires.

(c) He shall present a statement, duly audited, of the Finances of the Association, for presentation to the general membership once each year. Such report to be per medium of the Association's journal.

(d) In the event of the treasurer ceasing to hold office during his or her term of appointment, the Committee may elect a new Treasurer for the remainder of the term of office.

(e) The Treasurer shall receive a small honorarium at the conclusion of each year's service, such honorarium shall be fixed by the Committee of Management as it deems fit.

(f) The Treasurer need not be a financial member of the Association, but he or she shall be granted honorary membership with full voting power during his or her term of office.

28. REGISTRAR

(a) The Membership Registrar shall keep a list of members' names, current addresses and other particulars which shall be updated monthly.

(b) He shall accept all subscriptions and joining fees and renewals from members and shall in addition keep an account of all monies sent and received and shall give a statement to both the Federal Treasurer and the Federal Secretary at each Committee meeting concerning such subscriptions, joining fees and renewals and shall transfer all monies held by him to the Federal Treasurer once in each calendar month.

(c) He shall forward all initial literature to new members entitled to receive such literature, together with a current membership list if available.

(d) He shall forward to all members a membership card that shall be a receipt for all monies paid to the Association for subscriptions, joining fees and renewals.

(e) He shall notify the member in charge of publications of all changes and additions to the membership list and shall ensure that such information is also given to the Secretary of each Branch concerned, and to any other officer requiring such information.

(f) He shall arrange for publication of a complete list of members as at 31 October each year, the list being sent to all financial members and subsequent new members as in (c) above.

(g) In the event of the Membership Registrar ceasing to hold office during his term of appointment, the Committee of Management may appoint a new Membership Registrar for the remainder of the period.

(h) The Registrar need not be a financial member of the Association, but he or she shall be granted honorary membership with full voting power during his or her term of office.

29. PUBLICATIONS

- (a) The Association shall publish a periodical designated 'Journal' on a regular date to be fixed by the Committee of Management and sent free to the registered address of each financial member.
- (b) The number of issues of Journal per year shall be decided upon by the Committee of Management with a minimum of four copies per year, and all copies shall be posted to the address of members shown in the books of the Association as soon as possible after publication.
- (c) The content and nature of Journal shall be decided by the Committee of management in consultation with the Honorary Editor, but provided that such content shall always remain solely of a model railway nature or of interest to railway modellers in Australia.
- (d) All photographs or drawings appearing on the front cover of Journal shall be actual prototype of some Australian railway scene, the winning entries of AMRA competitions, selected layouts, or models.
- (e) The Association through its Committee of Management shall publish and issue such other information as it sees fit, provided that such material is connected with railway modelling.
- (f) Provision shall be made to forward a membership list to each member once a year.

30. MANAGING EDITOR

To be responsible for the following:-

- (a) Overall supervision of all facets of production of Journal and other publications.
- (b) Liason with Federal Committee of Management, State Branches, other officers as specified in Clause 6 (f) (i) and printer to ensure smooth flow of material and 'on time' production of Journal and other publications.
- (c) Specification of 'deadlines' for receipt of copy.
- (d) Receipt and recording of 'State News' and other copy received from State Branch and, in conjunction with the Editor, the preparation of such material for typing.
- (e) Decision, in conjunction with the Editor, as to suitable 'reprint' material if sufficient fresh copy is unavailable.
- (f) Overall approval of layout, subject to the approval and/or direction of the Committee of Management.

31. EDITOR

To be responsible for the following:-

- (a) Receipt and recording of correspondence and other copy from members and preparation for typing.
- (b) In conjunction with the Managing Editor, transmission and return of copy to and from typist, proof-reading and correction, literary content and transmission of prepared copy to Layout Officer.
- (c) In conjunction with the Managing Editor, decisions as to and provision of suitable reprint material if sufficient fresh copy is unavailable.
- (d) Preparation of Index to completed volume of Journal to be included in the first issue of the next volume.

(e) The Editor of the Journal shall have full and final discretion as to what matter is published in Journal.

(f) Attendance, in conjunction with the Managing Editor, to any other requirements, not specifically mentioned, but essential to the proper production of Journal and/or any other publications approved by the Committee of Management.

32. LAYOUT OFFICER

To be responsible for the following:-

(a) Layout of all copy, including advertising, in accordance with guidelines supplied by the Managing Editor and 'paste-up' in suitable form for platemaking by printer.

(b) Preparation of 'Contents' and requirements for page headings and numbers and submission to Editor or typist direct, whichever shall be the most convenient.

(c) Retrieval of copy from printer after platemaking for subsequent use where possible.

(d) Storage of unused, prepared copy for future use and notification to Editor and Managing Editor of availability of such material.

33. ADVERTISING MANAGER

To be responsible for the following:-

(a) Obtaining of advertising matter from hobby shops, dealers, wholesalers and/or members wherever possible.

(b) Providing such advertisers or potential advertisers with rates, space available and sizes thereof and any other assistance as may encourage advertising matter to be made available.

(c) Receipt of advertising copy, arrangements for type-setting if required and transmission of prepared copy to the Layout Officer.

(d) Observance of deadlines for receipt of copy as set by the Managing Editor.

(e) Preparation of accounts for advertising, forwarding to advertisers, receipt and banking promptly of all monies received in a local account opened specifically for such purpose.

(f) Transference, by internal bank transfer, to a specified Federal account when local balance reaches a total to be specified by the Federal Treasurer.

(g) Any other matters referring to advertising in Journal or other specified publication/s not previously mentioned.

34. DISTRIBUTION OFFICER

To be responsible for the following:-

(a) Maintaining an up-to-date list of members entitled to receive Journal and other publications in accordance with information supplied by the Federal Registrar.

(b) Addressing of envelopes for posting Journal and other publications.

(c) Ensuring that addressed envelopes are prepared in conformity with time schedules provided by the Managing Editor.

(d) Preparation of enveloped publications in accordance with 'Registered Publications Mailing Conditions' set out by Australia Post and the bulk mailing thereof.

(e) Ensuring that adequate stocks of suitable envelopes are on hand.

35. AUDIT

(a) The books and accounts of the Association shall be audited annually by one or more Honorary Auditors appointed by the Committee whose report shall be published in Journal.

(b) A member of the Committee shall not be eligible for appointment as Auditor, and the Auditor or Auditors need not necessarily be members of the Association.

36. FINANCE

(a) All monies of the Association received by the Treasurer shall be paid into an account opened with a Bank approved by the Committee of Management.

(b) The account shall be kept in the name of the Association and all banking forms connected with the account shall be signed by the Treasurer and either the Secretary or one other member that the Committee may specify.

(c) All withdrawals from the bank account shall be first authorised by the Committee.

37. FOUNDATION MEMBERS

Foundation Members shall be those financial members who shall have joined the Association prior to the first day of January 1952.

38. WINDING UP OF THE ASSOCIATION

If upon a winding-up or dissolution of the Association there remains after satisfaction of its debts and liabilities any property whatsoever, the same shall not be paid to nor distributed amongst the members of the Association, but shall be given to the Australian Red Cross Society or other Institution or Institutions, such Institution or Institutions to be determined by the members of the AMRA at or before the time of the dissolution, or in default thereof, by such Judge of the Supreme Court as may have or acquire jurisdiction in the matter.



HON. LIFE MEMBERS

Rick Richardson
Tim Dunlop.
Alan Wilson.
Arthur Harrold.
Jark Treseder.
Mayer Levy.
Cedric Rolfe.
Faith Dean.
Ernie Dean.
Margaret Dunlop.
Norn Read.
Rex Little.
Maurie McKinnon.
June Dunn.
Stuart Westerman
Bob Gorrell.
Mal Baker.
Graham Larmour.
Ted Thoday.
John Harry.

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MERITORIOUS AWARDS

Bob Gorrell.
Ivor Bunker.
Alan Dowel.
Stephen Suggit
Rex Little.
Norm Read.
Mal Baker.
Jack Tresedor.
John Sneddon.
John Dunn.
Graham Larmour.
Ken Down.
David Ellis.
Arthur Robinson.
Bruce Lovett.
Eric Doherty.
June Larmour.
Fyfe Thorpe.
Eric Lyon
John Skilton.
Keith Robinson.
Dot Treseder.
Tony Gray.
Jim Christie.
Jack Parker.
Rup Ackland.
Bill Moorehouse.
George Bray.
Arthur Hayes.
Simon Mead.
John Harry.
Harold Warren.


1965. Cec Wall.
1967. Jack Eagles.
1969. Ted Thoday.
1969. Audrey Cornish.
1970. Ray Brownbill.
1970. Bob Edwards.
1971. Graham Watson.
1971. Steve Malone.
1972. Alan Porter.
1972. Stuart Westerman.
1972. Bob Wardrop.
1973. Gordon Duncan.
1973. John Hill.
1974. Corinne Bunker.
1974. John Martin.
1975. Keith Wilcox.
1975. Norm Chapple.
1976. Roger Lloyd.
1976. Val Hogan.
1976. Bob Mawson.
1976. Manfred Edinger.
1977. David Bennett.
1977. Gus Durham.
1977. Fred Green.
1977. Bill Secker.
1977. Stuart Wall.
1978. Bert Hetherington.
1978. Graeme Nitz.
1978. Dennis Ling.
1978. Phillip Kelly.
1979. Ken Edwards.
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CARR'S MODELLING PRODUCTS

PRODUCT DESCRIPTIONS

STRIP SOLDERS

	MEMBERS FILE	PAGE: 3.4.1-1
	ISSUED: Dec 1987	REVISED:
	SOLDERS, FLUXES AND SOLDERING AIDS.	

- No 70 Low temperature solder and casting metal. Use for assembly of whitemetal, ballasting of plastic models and balsa flying models. Use with red label flux for best results. Solder melts at 70°C, but when fully fused with whitemetal it remelts at a higher temperature. It does not make a reliable joint with zinc or its alloys such as brass. These should be tinned with No 188 before whitemetal parts are soldered to them. For safe soldering, reduce the temperature of iron so that it will not melt whitemetal scraps. The best way to achieve this is with electronically controlled soldering equipment set to a maximum temperature of 160°C. A higher wattage is desirable because the heavy components soak up a lot of heat. The LITE-SOLD EC50 Special Whitemetal Iron has been developed for this purpose. Alternatively, use a light bulb of rather greater wattage in line with the iron or an electronic dimmer switch.
- No 145 Detailing solder has a lower than normal melting temperature which enables you to add the small parts to an otherwise completed structure with a reduced risk of melting the main joints or any other details. Its lower melting temperature also means that less heat is required, and quicker jointing is achieved. It should be used with the appropriate fluxes for the metals being joined.
- No 179 Solder for aluminium and its alloys. Although only about half the strength of a tin/lead solder, it will fuse with almost any metal, provided that the right flux is used. It has a high surface tension so makes thick joints with large fillets. Soldered aluminium is highly susceptible to corrosion, therefore, it is very important to seal all joints from the atmosphere within an hour or so of making them. ELECTROFIX is ideal for this. Use a high wattage iron to apply heat.
- No 188 For sheet metal and close fitting joints. Its short melting range minimises the heat required and thus the risk of distortion. Low surface tension means that only a small fillet is left along a joint. Its extra low antimony content makes it reliable with brass and nickel silver - unlike common electrical solders.
- No 224 With a longer melting range than No 188, and a higher surface tension this solder is more suited to filling gaps such as when making fuel tanks or supporting bearings in oversize holes. It is better suited to joining solid components together than No 188, and also having a low antimony content is suitable for use with brass.
- No 243 Its higher melting range 235-243°C makes this a useful solder when further soldering is to be done nearby. The flow characteristics are similar to those of No 188. However, it should not be mixed with other lead solders as it will then become brittle, so, if necessary, protect it with SOLDER MASK.
- Speedy This combines the superior qualities of No 188 with a high temperature resin core in a convenient wire form. The single core promotes faster melting and better spreading, and since the resin does not burn quickly, it does not clog the seam with carbon deposits.

SOLDER PAINTS

188 Paint A suspension of No 188 solder powder in an active flux compound which is totally exuded during soldering. Ideal for assembly of etched kits, linkages and general assembly. To use it, one cleans both surfaces and applies a thin smear of paint to one side. The joint is then assembled and held. It is heated until the solder melts to show a silvery line through the black flux residues. HOTTAPE and SOLDER MASK are particularly useful with solder paints.

243 Paint Similar to 188 Paint, but based on the high temperature solder No 243, this paint is most suitable for the initial assembly of parts close to which further soldering is planned. In particular all the fine details may be added to the main components, prior to these being assembled. Not only is this more economical in solder paint, but is often easier than trying to fit the parts to the main assembly. If necessary SOLDER MASK should be used to protect No 243 in subsequent operations.

Solder Cream Although more expensive than paint, this has a resin flux base so that it need not be cleaned after use. It is supplied in vials in which some 'gel bleeding' can be seen to have occurred. This is not segregation, but is a stable state, similar to that which occurs with non-drip creamy consistency. As the spirit base is very volatile, the cream is liable to dry out quite quickly. Should you find it too stiff, then Artists' Oils of Turpentine should be added. White spirit may be used, but can cause the suspension to break down. However, flux residues should be removed with white spirits. It should be noted that resin fluxes are far less powerful than those used in Solder Paints; better preparation is therefore needed. Orange Label flux may be used in the same way as described for Green Label in transferring heat, as Green Label cannot be used for Solder Cream.

FLUXES

Red Label An organic flux compound which is very active at low temperature. It is ideal for use with whitemetal, and also for other non-ferrous metals. Corrosive residues must be rinsed or wiped away with warm water.

Black Label Powerful general purpose flux for steel and galvanised metals. It may also be used for thinning down solder paint. The residues should be washed off with warm water.

Green Label Similar to Black Label, but without the ammonia content that causes exfoliation of work hardened brass, for which this flux may be used. Also for use with copper and nickel silver. If a small drop is placed over a 'painted' joint - see below, it will help to transfer heat from the iron to the solder paint without causing excessive spread of the molten solder. Wipe or rinse after use.

Yellow Label For joining pretinned items, where other fluxes may cause stripping of the tinning. Also use for cleaning and fluxing soldering irons when using resin flux as it will prevent the tip from being burnt away.

Orange Label A non-corrosive flux which should be used for jobs that cannot be washed, such as gearbox casings. However, the residues should be cleaned off with white spirits before over-painting. This burns at a higher temperature than natural resins so that charring is less likely to inhibit the solder flow.

Brown Label Is the ultimate in strong fluxes. It will enable you to solder most stainless steels and other difficult metals such as ni-chrome resistance wires. It is also good for piano wire, syringe needle tubes, etc. Residues should be carefully washed away in warm water.

Grey Label This powerful flux will strip aluminium oxide and allow No 179 solder to penetrate beneath, and fuse with the aluminium. This flux is also effective on a wide range of its alloys, including 'Mazak', the zinc/aluminium diecasting alloy as used for model cars, etc. Spread flux over surfaces to be joined then heat metal and apply solder with the tip of a large iron and a thick tinning will be formed. Do not linger too long as flux is rapidly consumed and could cause withdrawal of the solder if exhausted. Subsequent soldering with any other CARR'S soft solder may be carried out, although the flux protection should be maintained on the aluminium to prevent it withdrawing. As soon as all joints are made, clean with warm water, wipe dry and seal with ELECTROFIX.

SOLDERING AIDS

Neutralising Rinse Has been introduced to overcome the problems of corrosion which result from traces of flux residue not having been fully washed away. We have suffered these problems along with many of our customers, so this mild alkaline rinse should kill off any acidic traces left after rinsing. It does not leave a 'soapy' coating like many similar preparations, but will leave a surface ready for painting or other finishing treatment.

Solder Stripper This acid forms the first stage of a two part system, which will remove excess tinning. It works only in the presence of both tin and lead. In our evaluation tests, we found that it would dissolve Nos 188, 224 and 179 very quickly - it is not so effective on No 70, but does seem to strip it eventually. On No 243 it strips the solder rather slowly. After rinsing off the flux residues, the assembly (etched brass fabrication, etc) is immersed in a bath (plastic) of SOLDER STRIPPER until all bubbles have ceased and the metal has turned to a greyish stain only. It is then rinsed with water. The staining is removed in the second stage with the SURFACE CONDITIONER. This system is ideal for cleaning up parts which have been soldered together while being cut out - Locomotive mainframes for example. It attacks whitemetals slowly, depending on their lead content. This product is based on nitric acid, so that it will attack all metals if they are soaked in it for a protracted period. In particular, it will attack steel, even when this has been treated with the CONDITIONER. Either avoid getting it on steel, or rinse well in water, followed by NEUTRALISING RINSE before treating with the CONDITIONER.

Metal Surface Conditioner Stained metal may be immersed in a plastic bath of the CONDITIONER to remove heat stains and those resulting from the use of SOLDER STRIPPER. After cleaning in this chemical, the metal should be rinsed under a running tap until the water will no longer wet it. A product so treated will remain bright and shiny for some time without further treatment - it will also take solder without further cleaning. Whilst it is most effective on brass, it also works on nickel silver. It does not appear to remove staining caused by excessive flux or other acid attack on metal. It is not entirely satisfactory when No 243 has been stripped. However, the treated brass surfaces will retain paint without the use of zinc chromate or self-etching primers, and it is an excellent pre-painting treatment for any metal.

Hottape An adhesive tape which will withstand temperature in excess of 400°C, and is therefore useful in holding parts together while they are soldered.

Solder Mask A graphite based paste which prevents solder from getting to unwanted places. It also acts as a barrier to Loctite. It forms a good dry lubricant and conducts electricity. So it is useful for the assembly of linkage pins, etc. It is not suitable for use with Silver Solders.

SURFACE TREATMENTS

Acidip A powerful industrial degreaser and deoxidiser which will remove all traces of grease from most metal surfaces as well as plastics. Soaking components in this will prepare them for soldering, blackening and painting.

Metal Black Each type works on a different base metal to produce a black patina within a few seconds. A change to the formula now produces a finer finish with less chance of flaking. This is not an alternative to paint, but is more suitable for wheel tyres, check rails and other bare metal parts which are weathered. Although types are named after common metals - brass, nickel silver, whitemetal solder and aluminium - some are better than others on different metals. The table below gives a list of some metals and the successive dips which have been satisfactory in some cases. But different alloys of the same type will often perform quite differently. Further improvement can usually be achieved by light burnishing after it is dry and sealing with ELECTROFIX. Mixing the chemicals does not usually improve the performance. But subsequent treatments can produce other useful effects. Treating whitemetal with 'solder' then 'whitemetal' can give a rusty finish.

METAL	1ST DIP	2ND DIP
Mild steel	Whitemetal	
Chromium	Aluminium	Whitemetal
Copper	Aluminium	Whitemetal
Whitemetal	Whitemetal	Solder
Pewter	Solder	
Lead	Solder	

If flaking occurs, or the effect is fast and coarse, the addition of water (to double the volume) will give a slower and finer finish. Another trick is to heat the diluted Metal Black in an enamel container until bubbles are seen to form on the sides, then immerse the objects to be treated.

Electrofix A clear laquer which will prevent Metal Black patinas from being rubbed off. Applied to wheel tyres it will reduce sparking and the build-up of spark induced oxides. It will transmit electric currents through the film, but not along it. It is very good for stopping corrosion in metals and sealing them against further attacks, and it is essential for the protection of soldered joints to aluminium. However, it attacks some plastics so use with care.

MISCELLANEOUS

Railclean An acid based cleaner which will remove oxides and grease from the rail. It does not produce dirty rubbings to jam the points, or polish the rail causing loss of traction. It should be mopped on lightly and allowed to dry, after which the rail will be finely etched and coated with a thin non-oxidising salt. This will give increased adhesion and reduced sparking. One treatment will last for months.



ISSUED: Dec 1987

REVISED:

Inches & Fractions of an inch to
millimetres (mm)

NOTE: An inch is exactly 25.4 millimetres. The calculations in this table have been rounded using the following procedure:

□ The second and subsequent decimal places are ignored.

[.] If the first decimal place is 4 or less then the whole number does not change.

[.] If the first decimal place is 5 or more then the whole number is increased by one.

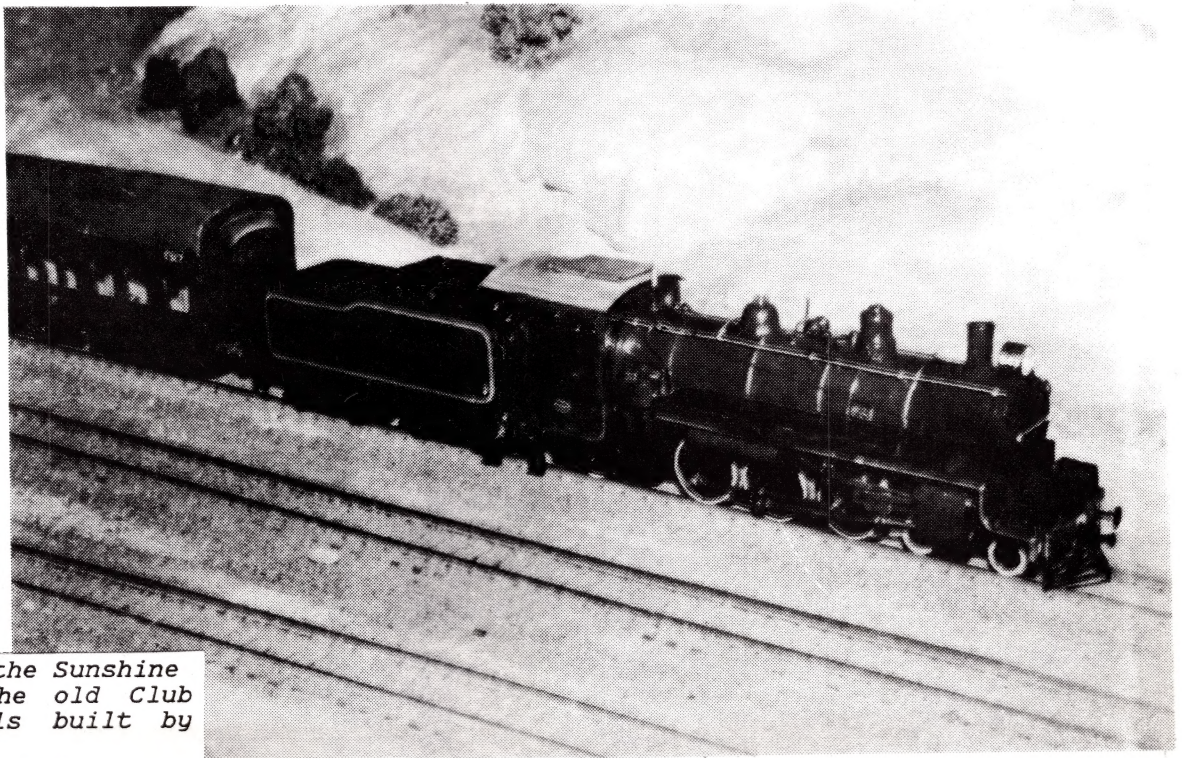
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7	178	179	181	183	184	186	187	189	191	192	194	195	197	198	200	202
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Inches & fractions of an inch to millimetres (mm)

INCHES	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{9}{16}$	$\frac{5}{8}$	$\frac{11}{16}$	$\frac{3}{4}$	$\frac{13}{16}$	$\frac{7}{8}$	$\frac{15}{16}$
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121	3073	3075	3077	3078	3080	3081	3083	3085	3086	3088	3089	3091	3092	3094	3096	3097
122	3099	3100	3102	3104	3105	3107	3108	3110	3112	3113	3115	3116	3118	3119	3121	3123
123	3124	3126	3127	3129	3131	3132	3134	3135	3137	3138	3140	3142	3143	3145	3146	3148
124	3150	3151	3153	3154	3156	3158	3159	3161	3162	3164	3165	3167	3169	3170	3172	3173
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B18½ hauling the Sunshine Express on the old Club Layout. Models built by Steve Malone.
Photo by Steve Malone.

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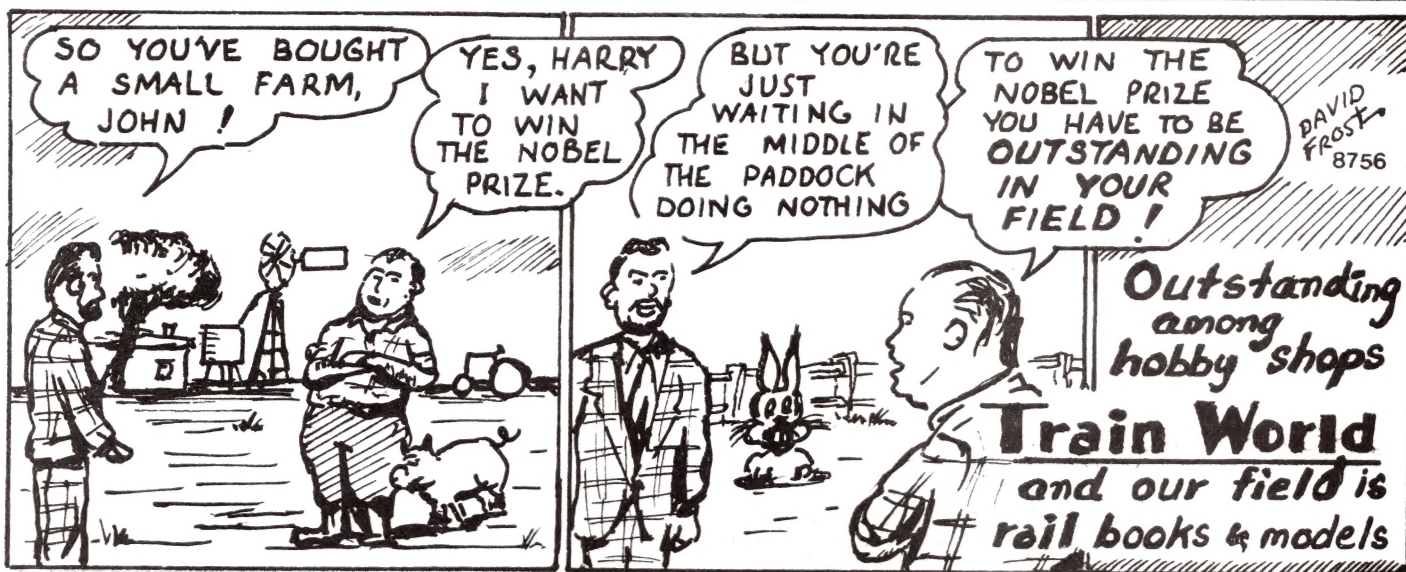
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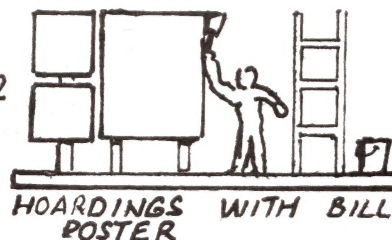
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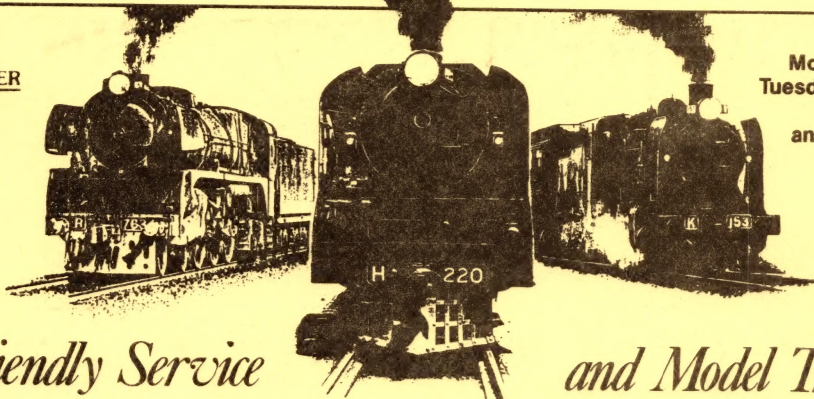
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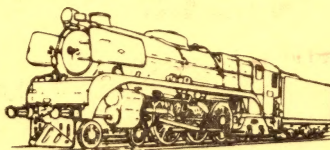
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